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WILLIAM VAUGHAN, ESQUIRE . .

Drawn by the Rev^d Daniel Alexander M.A.

and on Stone by R. J. Lane A. R. A. 1859.

From a Bust by Sir Francis Chantrey . . 1811.
in the possession of Daniel Alexander Esq^r.

TRACTS
ON
DOCKS AND COMMERCE,

PRINTED BETWEEN THE YEARS 1793 & 1800,

AND NOW FIRST COLLECTED ;

WITH AN

INTRODUCTION, MEMOIR,

AND MISCELLANEOUS PIECES.

BY WILLIAM VAUGHAN, Esq. F.R.S.

Nisi utile est quod facimus, stulta est gloria.

LONDON:
SMITH, ELDER, AND CO., 65, CORNHILL.
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their own merits, and those who voluntarily tendered their services found their labours amply repaid by their success.

These views and pursuits induced me to procure from Captain Woodward a Narrative of his sufferings at Celebes (which is noticed in the Memoir, page 9), and which I published with an Introduction and an Appendix, containing many well-authenticated details of escapes from shipwrecks under great hardships; shewing the importance of discipline, union, confidence, and perseverance in the midst of scenes of danger, distress, and abstinence.*

The Memoir, Introduction, and Miscellaneous Part, with some few exceptions, were written within the last two years, and under great disadvantages, as I have been obliged to employ an amanuensis, owing to an imperfection in my sight.

I am indebted to my friend Mr. Alexander for proposing as a frontispiece a sketch drawn by his son, the Rev. D. Alexander, from my bust in his possession, executed by Sir F. Chantrey in the year 1811. I take this opportunity of thanking him for his kindness; and though it is the fashion

* A few copies of this work may still be had of Messrs. Smith, Elder, & Co. 65, Cornhill.

in these times for authors to give their own likenesses as an introduction to their works, yet as they often outlive them, I wish to build my hopes on a surer foundation, by presuming to present this little collection with diffidence to the public, relying on their kindness and candour for its favourable reception.

The Introduction and Miscellaneous Parts to this little collection may be deemed rather as sketches or observations on events that have risen out of the temper and spirit of the times we live in, than as a history or memoir of a private individual; and if they should prove interesting and useful to others, my great objects will be accomplished.

The Introduction and Miscellaneous Part of these little Tracts having been printed off, it is too late to do otherwise than insert the following excellent sentiments of Mr. Justice Park, extracted from the "National Gazette," published at Philadelphia, 22d February, 1839, which has just been received, and is as follows:—"The late eminent Judge, Sir Allan Park, once said at a public meeting in the City of London,—' We live in the midst of ' blessings till we are utterly insensible of their

“ ‘ greatness and of the source from which they
“ ‘ flow. We speak of our civilization, our arts,
“ ‘ our freedom, our laws, and forget how large a
“ ‘ share of all is due to Christianity. Blot Chris-
“ ‘ tianity out of the page of man’s history, and
“ ‘ what would his laws have been, what his civili-
“ ‘ zation? Christianity is mixed up with our very
“ ‘ being and our daily life ; there is not a familiar
“ ‘ object around us which does not wear a different
“ ‘ aspect because the light of Christian hope is on
“ ‘ it. Not a law which does not owe its truth and
“ ‘ gentleness to Christianity ; not a custom which
“ ‘ cannot be traced in all its holy and healthful
-“ ‘ parts to the Gospel.’ ”

If it had been seen in time, this interesting paragraph would have naturally appeared at page 126 of the Miscellaneous Part, where the introduction of Christianity is stated to have contributed so largely to the religious and moral improvement and happiness of society.

These admirable sentiments of the late Sir Allan Park require no comment, as they speak for themselves.

WILLIAM VAUGHAN.

London, 4th April, 1839.

INTRODUCTION.

WHEN a man has entered the eighty-seventh year of his age, it is time for him to revert to events that have passed ; and to put his house in order, preparatory to his going hence to be no more in this state of probation.

Under the warning admonitions of age, the following suggestions present themselves ;—That men ought to value life more from its importance and utility, when conducted upon correct principles, than from its longevity. If men in the enjoyment of health, strength, and the use of their faculties, were, during the summer and autumn of life, zealously to improve the talents committed to their care to the best advantage, they would secure much comfort and happiness for themselves, as well as for the rising generation, and would receive great consolation during the infirmities which generally accompany old age.

It may be observed in general, that men spend a third, a fourth, or a fifth part of their lives in infancy and education, and that there are but few characteristic events in either of these stages ; but when both these periods are combined, they may be considered as the two stepping

ladders to the stage of life, where men often form their own characters and stations in every class of society, and where they frequently rise by their talents, industry, and perseverance, to wealth, honour, rank, and power.

It will be found that talents and industry so happily adapt themselves to the common concerns of life, as frequently to raise men from the lower stations to the higher; that knowledge is a power of the first magnitude, and discovers the great laws of nature, from astronomy, the parent of knowledge, down to chemistry and mineralogy.

The laws of nature, though simple, are grand and sublime; and the more they are discovered, the nearer they will approach each other; but when cemented by combinations, there is no knowing to what extent they may promote the comforts and happiness of man.

Accidents have also given birth to important discoveries, which, when matured by experiments and calculations, are often productive of great and important advantages to scientific and practical objects, that contribute to the convenience, comforts, and happiness of society; and these discoveries, when united with others, increase their utility.

There are few men whose names are more familiar to our ears in this country, as the promoters of knowledge and science, than Bacon, Boyle, Newton, Halley, Herschell, Franklin, Priestley, Watt, Davy, Arkwright, and Peel.

The observations and discoveries of some of these distinguished men led to the change of the Old to the New Style in 1752; an act that has created a greater revolution in the civil concerns of this country, without bloodshed, than many of its wars.

Early in the era of the New Style, the march of intellect had been making rapid strides, almost as quick as thought ; owing perhaps much of the rapidity of its progress to the combination of the various branches of knowledge and science, and the application of machinery to the different arts. After the effervescence of the moment has subsided, it is hoped some will shoot out into new discoveries and ramifications, producing endless varieties conducive to usefulness and happiness. About the period alluded to, England began to increase in population, agriculture, civilization, arts, manufactures, and commerce.

After these digressions, it may be time to resume the consideration of the great importance and utility of human life ; and perhaps one of the best means of obtaining that knowledge is for a man to ask himself whether he would wish to live his life over again ; and at my age I may be allowed to take the liberty of stating, that on the whole, having enjoyed health, strength, and the use of my faculties, with many friendships and attachments, though not without many trials, I think I should have little hesitation in making my choice in the affirmative, wishing some things, however, undone, and others improved.

NARRATIVE.

With these sentiments, it can hardly be expected that I should give the details of the birth, parentage, and life of a private individual. With all the allurements that are attached to biography, people are too apt to descend to the frolics of a school-boy, or the eccentricities of a man, which are little interesting to the public ; and it would be better, I conceive, for a man's failings to die with him, and his virtues to live after him.

Suffice it to say, my parents were of good families, and much respected; they had eleven children; two died when young, and the remainder lived long after their parents, and were respected in their different stations of life.

As to myself, I was the second son of Samuel Vaughan, Esq., long a merchant in London, and Sarah, the daughter of Benjamin Hallowell, Esq., of Boston, Massachusetts. I was born on the 22d of Sept. 1752, a month and a year ever memorable in this country for the alteration of the Style; and, if it is of any further importance, my birthday is remarkable from the coronation of George III. having taken place on its anniversary in 1763, which, as long as he lived, was kept with public rejoicings.

My parents were desirous of giving their children a good and useful education ; and my excellent mother paid great attention to their health, religion, morals, and temper.

I was placed at an early age at Mr. Newcome's school in Hackney, (one of the best private schools of the day,) and from thence was removed to the academy at Warrington, where my elder brother Benjamin had preceded me,

and which is situated between Liverpool and Manchester, the seats of commerce and manufactures. At Warrington I derived many advantages from attending the various lectures on history, literature, and general knowledge, which may perhaps have had a tendency to give a bent to some of my occupations in life, for which opportunities I feel grateful to my parents.

The academy at Warrington, at that period, was held in great estimation from the reputation of its tutors and the greater field they held out in promoting general knowledge and science on liberal principles, and many other pursuits not to be obtained in common grammar-schools. Dr. Aikin, the divinity tutor, was a man of great reputation, and was the parent of Dr. John Aikin and Mrs. Barbauld, whose literary works are well known to the public. Dr. Priestley was another tutor distinguished for his amiable character and kindness of manner as well as for his literary and philosophical pursuits, and for his lectures on history, &c. &c. My eldest brother Benjamin and myself resided in his house, and derived very great advantages from that circumstance.

My brother was possessed of considerable talents and general knowledge, which by perseverance made him conversant with philosophical pursuits, and introduced him to the acquaintance of many distinguished men.

After leaving Warrington he went to Cambridge, and thence to the Temple, where he studied law, and went subsequently to Edinburgh, where he studied medicine, but never practised either professionally. He was in Parliament for some time, and afterwards removed to America, and resided many years at Hallowell, in the State of Maine, where he continued his literary, scientific,

and agricultural pursuits. His valuable library was easy of access, particularly to medical men, and he was often with them at their consultations as a friend, but not professionally. He died in December, 1835, in his eighty-fifth year, much beloved by his family and regretted by society. He was well acquainted with Sir Joseph Banks, Mr. Cavendish, Dr. Price, Dr. Franklin, Sir Charles Blagden, and Dr. Priestley, who, when he published his *Lectures on History*, in 1797, dedicated them to his pupil. His friendship and connexions with Dr. Franklin were intimate and lasting, particularly during the period when my brother was confidentially employed to promote the negociation for a peace with America. In 1779 he collected and published, without a name, the "Political, Miscellaneous, and Philosophical Essays of Dr. Franklin," which was the best collection that could then be obtained. In 1796 a more enlarged collection of Dr. Franklin's papers, with his life, appeared in 3 vol. 8vo. which my brother also superintended. He afterwards, with other friends, prevailed on Dr. Franklin to collect his works and to write a memoir of his own life, which were subsequently published by his grandson, Temple Franklin, in 3 vol. 4to.* One copy of the manuscript life was sent to the Duke de la Rochefoucauld, at Paris, and another copy was sent to my brother, which the Doctor kindly permitted me to peruse. It remained some time in my possession, and I profited much from the life and

* There is a more recent publication of Dr. Franklin's Life, Works, and Letters, by Jared Sparks, in six volumes.

I have in my possession a good portrait of Dr. Franklin and his walking-cane, which he gave to my father, and which I greatly value.

writings of a man who was an ornament to society, and who ever considered utility as the great principle of life.

With respect to myself I shall only state that I attended all the lectures at Warrington except Divinity ; it being intended that I should follow mercantile pursuits. My studies were much directed to geography, history, travels, and voyages of discovery. I took great interest in accounts of shipwrecks and other disasters at sea. I also saw and heard a great deal respecting canals, docks, manufactures, commerce, and population ; and as small beginnings often lead to greater efforts, I was, in 1791, induced to join with some friends in endeavouring to procure a good collection of the history and plans of the canals of this country, with a view of forming a society for their encouragement ; and, for this object, I wrote a prospectus, which appeared on the wrapper of the European Magazine ; but the attempt failed. A copy of this paper will be found in the Miscellaneous Part, No. 1.

In Dr. Rees' Cyclopædia will be found an accurate description of all the canals then made, making, and projected in England ; and there is also another article in the same work which gives much information on the subject of docks. With a view to these objects I made a collection of all the plans of canals, both English and foreign, which I could meet with, with descriptions and details, forming three large folio volumes ; and another collection on the subject of docks, which formed two volumes more, with various other documents connected with these subjects.

A society was also formed for the improvement of naval

architecture, and for collecting the best information on that subject, in which the late Colonel Beaufoy took the lead. Many experiments were made in the Greenland Docks of importance to science, which were conducted principally under his inspection; and his son, Henry Beaufoy, Esq., of South Lambeth, has lately published an account of them in a princely style, giving the work to a great many public bodies and private individuals both at home and abroad.

Some of the first naval men of the time belonged to this society, and his late Majesty William IV. when Duke of Clarence, honoured it with his sanction. I often attended the committee with Colonel Beaufoy, Captain Laird, R.N., Mr. Daniel Brent, the ship-builder, and others; and I contributed a paper on naval architecture and the preservation of timber, a copy of which will be found in the Miscellaneous Part, No. 2.

In 1783 I was elected a Director of the Royal Exchange Assurance Corporation, and continued in it, first as director and afterwards as sub-governor and governor, until the year 1829, a period of forty-six years without intermission. This period embraced the most useful, important, and pleasant part of my life, during which I formed many friendships and attachments. Having some leisure, and wishing to make myself useful in that situation, I drew out various general and consolidated statements of the different branches of the concerns of the corporation for a century, namely, from the year 1720 to 1819 inclusive, for which I received the thanks of the Court, and they were pleased to adopt many of the hints and suggestions therein submitted to their consideration, and to request me

to sit for my portrait, which was painted by Mr. Phillips. In the Miscellaneous Part, No. 3, will be found the Resolutions of the Court, and my answer for their thanks, and also for my picture being permitted to be hung up in the Court-room. These documents were contained in seven volumes, and when completed, including the final report upon all these transactions down to 1827, were presented, in December 1837, with a letter, a copy of which is annexed ; but unfortunately all these reports and statements were destroyed by the late dreadful fire at the Royal Exchange, as well as the portraits of Edward Foster, Esq. governor ; William Vaughan, Esq. governor ; Pasco Grenfell, Esq. governor ; and Samuel Fenning, Esq. for long services, and many years a sitting director.

In 1796 I became acquainted with Captain David Woodward, and received from him an account of his hardships and sufferings in the Celebes Seas, and of his residence in the island of that name. He was the mate of the American ship Enterprize, Captain Hubbard, going from Batavia to Manilla, and being detained for some weeks in the Straits of Macassar by head winds, and in distress for provisions, his captain sent him with four men to a vessel at a distance to request supplies ; but not being able to procure any beyond a momentary refreshment, they left that ship the next morning, taking with them only a bottle of brandy. They lost sight of both vessels and fell in with a Malay proa, with the crew of which they endeavoured to barter for supplies, offering them money in exchange. The Malays attempted to fire on them, but their muskets failed, when Woodward soon after pushed into an inlet in the island of Celebes, and while they were cutting cocoa-

nuts the Malays seized his boat and killed George Miller, the man who was left in charge of it. Woodward and the survivors, after enduring great hardships for nearly twelve days and almost without provisions, surrendered themselves to the natives and lived amongst them, with various hardships, between two and three years. They then seized a boat, reached Macassar, found their way to Batavia, and thence to Calcutta.

While Captain Woodward was there, the Ship America arrived in Bengal, and, to his great surprise and joy, it was commanded by his old friend Captain Hubbard, the very Captain with whom he had sailed three years before in the Enterprise, when he lost him in his boat in the Straits of Macassar. Captain Hubbard was quite overjoyed to see Captain Woodward, and soon convinced him that he had not forgotten him, and told him that he had given up the boat for lost, after having waited in the Straits for three days, and had sent home his clothes to his wife, (or widow as he supposed) with the balance of his wages.

Captain Hubbard pressed Captain Woodward to go with him to the Mauritius, and promised that on their arrival there he should succeed him in the command of the America, which belonged to the same owners as the Enterprize.

At the Mauritius Captain Woodward met with three of his old messmates and fellow-sufferers,—John Cole, George Williams, and William Gideon. The other, named Robert Gilbert, had previously gone to America. As may be supposed, they were not a little glad to see each other again. Being now in a more prosperous situation than when they first parted, he furnished them with clothes and shoes.

Captain Woodward being appointed to the command of

the America at the Mauritius, arrived in London in 1796, consigned to my firm. I obtained from him a narrative of his sufferings, which was afterwards published by Mr. Johnson, in the year 1805. I dedicated it to my friend and relative, Captain Benjamin Hallowell, an officer well known in the British navy as one of Lord Nelson's Captains in the action of the Nile.*

Captain Hallowell was afterwards created an Admiral and Knight-Commander of the Bath, and took the name of Carew, with an estate bequeathed to him by our relative, Mrs. Gee, of Beddington Park, Surrey, and entailed upon his heirs.

To Captain Woodward's narrative was added a list of fifty-two well-authenticated cases of accidents, shipwrecks, and interesting escapes by sea and land, calculated to teach that none should even under the most unfavourable circumstances despair.

Messrs. Constable have since published Woodward's Narrative in their Collection of Voyages, vols. 78 and 79.

* "Part of the *Orient's* main-mast was picked up by the *Swiftsure*; Captain Hallowell ordered his carpenter to make a coffin of it; the iron as well as wood was taken from the wreck of the same ship: it was finished as well and handsomely as the workman's skill and materials would permit; and Captain Hallowell then sent it to the Admiral with the following letter:—

"Sir,—I have taken the liberty of presenting to you a coffin made from the main-mast of *L'Orient*, that when you have finished your military career in this world, you may be buried in one of your trophies. But that that period may be far distant, is the earnest wish of your sincere friend, BENJAMIN HALLOWELL."—*Southey's Life of Nelson*.

I had the pleasure of seeing Captain Hubbard when he came to London, and of receiving from him a written confirmation of Captain Woodward's Narrative; and it is also a remarkable fact, that one of the seamen who was with Captain Woodward, some years afterwards called on me, and after perusing the narrative, said it was very accurate. He had been in the navy, and wished me to recommend his son to be made a midshipman.

An attempt was made to form a society for the purpose of preserving life, and aiding those who might be exposed to shipwrecks or other hardships, by collecting the narratives of those who had survived such trials, that others might profit by their experience; but the attempt failed.

I felt it my duty, at various periods during the long war, to attend with others the different committees for public subscriptions; such as that upon the loss of the *Royal George* with Admiral *Kempenfelt* at *Portsmouth*, on the 3d August, 1782; that for the suppression of the mutiny at the *Nore*; and afterwards on another committee for raising a subscription for the relief of the wounded and the families of those who were killed at the battle of *Camperdown*, under *Lord Duncan*, when a very large sum was collected. This victory was highly important for its preventing a descent on *Ireland*.

The year 1797 was a year of much anxiety, from a state of insubordination instigated by evil-minded persons in the British navy; and also by the mutiny at the *Nore*, which excited so much attention, that the merchants, bankers, and traders of *London* were publicly convened to meet on

the Royal Exchange, in order to take prompt measures to restore tranquillity; and they came to a resolution to recommend, that all persons who were concerned in the same should not in future be again employed in the naval and merchant service of this country. An active committee was appointed, and a large subscription raised to take such measures as might be deemed expedient upon such an occasion. These resolutions were printed and circulated, and found their way the next morning early on board the man of war in which Parker and his associates were assembled; and from the information given by an elder brother of the Trinity House, who had been detained on board, he stated that the resolutions had produced a great effect on Parker and the ship's crew.

The committee were active in their exertions, and to promote their views, I drew up a little address to the British seamen, which was approved and circulated by the aid of Sir Evan Nepean, Secretary of the Navy.

The resolutions of the merchants, and this address, went to prove how much the British seamen were better off than the seamen of other countries. A copy of the address will be found in the Miscellaneous Part, No. 4.

As one of the committee, I accompanied Captain King, (an elder brother of the Trinity House) to the Admiralty, and saw Sir Evan Nepean, and after some conversation we were introduced to Mr. Pitt and Earl Spencer.

The committee appropriated the funds raised in the purchase of swords and plate, as presents to the officers, and in gratuities to the men, for the performance of their duty, and the suppression of the mutiny.

I felt it my duty also to attend the embarkation of volunteers from the Dundee Arms in Wapping down to

Woolwich; and just as the Gravesend boat was going off, I received a note from Sir Evan Nepean, stating that the mutiny was at an end. But the boat departed, to entitle the men to receive their bounty.

In the year 1797 there were two naval actions, both of them important in themselves, and peculiarly so from the state of the times: one was that of Sir John Jervis, off Cape St. Vincent, in February, and the other that of Admiral Duncan, on the 11th October, which dispelled the gloom that had hung over the nation. They were important from the confidence which was restored to the country, and preventing, as before stated, a descent upon Ireland.

Sir John Jervis, with fifteen sail of the line, two of which were three-deckers, off Cape St. Vincent, fell in with and gallantly engaged the Spanish fleet, under Admiral Don Joseph de Cordova, of twenty-seven sail of the line, seven of which were three-deckers, and captured four of them, two of which were three-deckers. He was ably seconded by Rear-Admiral Nelson and the Captains of his division. In this action British valour shone with the greatest splendour.

Duncan, being reinforced, sailed with sixteen ships of the line, and engaged the Dutch fleet consisting of seventeen sail of the line, commanded by Admiral De Winter, and after a gallant and severe conflict, Admiral De Winter's flag was struck, his ship being totally disabled, and Lord Duncan took ten ships of the line; three were destroyed, and 4 escaped to the Texel, under the command of the Dutch Admiral, Story. Admiral De Winter was received in this country with all the respect and attention due to his gallant conduct upon the occasion.

It is stated that at a dinner given by one of the ministers to Lord Duncan and Admiral De Winter, that when the health of the latter was given, he appealed to Lord Duncan, whether, if the other four ships had not left him, he would not in all probability have gained the victory. Lord Duncan, with that pleasantry and delicacy so natural to him, replied by filling his glass, and saying, "Admiral De Winter, I am exceedingly happy to drink your health in this good company."

A large sum of money was raised by subscription for the relief of the sufferers in the above action, and a committee was appointed for its management.

The committee in the several reports of their proceedings upon 9th July, 1801, 29th October, 1802, and 17th January, 1804, stated, that out of 1040 cases of persons reported to have been killed or wounded in Lord Duncan's action, that all the wounded and the relatives of those who were killed, were relieved, except thirty-six, who could not be found, and that the unclaimed gratuities which had been allotted to these persons, were given to the consuls and churches in London of the different nations to which the foreign seamen belonged, and a portion of those gratuities that were then lapsed, to Greenwich Hospital, to the Merchant Seamen's Office, and to the Marine Society, as institutions intimately connected with the naval and mercantile service of this country: also donations to an hospital in London, another in Edinburgh, and one in Dublin, upon the condition of their receiving such wounded seamen as were in Lord Duncan's action that applied for admission.

In order to secure the regular payment of certain other annuities that had been granted to those who had been severely wounded, or to the families of those who had

been killed, the committee transferred to the Marine Society, in trust, the amount of those annuities, under certain regulations; for the particulars of which vide Miscellaneous Part, No. 5.

At the battle of the Nile, on the 21st of August, 1798, Rear-Admiral Nelson, with thirteen ships of the line, (one of which, the Culloden, got on shore, and was not in the action) and one of fifty guns and a brig, engaged the French fleet under Admiral Brueys, consisting of thirteen ships of the line and four frigates, and totally defeated it, taking and destroying eleven ships and two frigates. One of those ships of the line that escaped, and one frigate, the Diane, were taken at Malta, and the other ship of the line by a squadron in the Mediterranean. The British fleet had 1000 guns and 8000 men. The French fleet 1200 guns, and ten to 11,000 men.

With respect to the battle of Trafalgar, which took place on the 21st October, 1805, Lord Nelson was ably seconded by Admiral Collingwood; and the fleet consisted of twenty-seven ships and four frigates, and the combined fleets of France and Spain, commanded by Admirals Villeneuve and Alava, consisted of thirty-three ships of the line and seven large frigates. Admiral Collingwood sent to Gibraltar of the

Enemy's fleet	.	.	.	.	.	4
Destroyed	.	.	.	.	.	16
Escaped to Cadiz, wrecks	.	.	.	.	.	6
Ditto serviceable	.	.	.	.	.	3
Ditto to the southward	.	.	.	.	.	4

And to crown the victory, great as it was, Rear-Admiral Sir R. Strachan, with four sail of the line and three frigates, fell in off Ferrol with the four sail of the line that escaped from Trafalgar under Admiral Dumanoir, and took them on the 4th of November, 1805, thus annihilating the enemy's naval power.

In the battle of Trafalgar Nelson lost his life, and the country one of its greatest heroes. He was buried at St. Paul's with public honours, in the coffin given him by Captain Hallowell; and the members of the Houses of Lords and Commons attended the ceremony as chief mourners.

It is a curious fact, that Mr. Clerk, of Eldin, near Edinburgh, wrote a book on naval tactics, without having been at sea or on board a man of war, in which work he recommended the breaking the enemy's line and doubling on the division that was to windward, and by so doing to defeat an enemy's fleet of greater force.

Lord Rodney, Lord St. Vincent, and Lord Nelson tried the experiment with success, and each of them wrote a letter to Mr. Clerk, stating that they were greatly indebted to his suggestions for their victories.

It may be remarked, that during a long war, England, by the superiority of its navy and discipline, obtained victories over the combined fleets of France, Spain, and Holland, and destroyed their naval power; and Wellington at Waterloo, by land, overcame the most renowned general of the age, and gave peace and tranquillity to Europe.

I belonged to the Society for bettering the Condition of the Poor, which, in 1815, came to a resolution to recommend the establishment, in the metropolis, of those useful and important institutions, Savings Banks;

and a meeting was held in Westminster, at which a number of distinguished and respectable persons attended, for the purpose of forming the Bank which was afterwards opened at Leicester-place. At this meeting I stated, that it was in contemplation to establish one in the City of London; and subsequently it was settled, by a meeting of a few friends at my house, that one should be established. This was carried into effect at Bishopsgate Church-yard, in July 1816, whence it was transferred to a new building at Blomfield-street, Moorfields, (its present situation,) in 1828; and, on laying the first stone, I received a silver trowel, with the following inscription:—

Respectfully
presented by
MR. JAMES FOSTER,
Builder,
to
WILLIAM VAUGHAN, Esq.
Governor
of the
ROYAL EXCHANGE ASSURANCE
COMPANY,
on his laying the First Stone
of the
LONDON PROVIDENT INSTITUTION,
OR BANK FOR SAVINGS,
in BLOMFIELD-STREET, MOORFIELDS,
in the CITY OF LONDON,
he being one of the Vice-Presidents, and Chairman
of all Committees,
on the 20th day of September,
1827.
J. B. SHEPHERD, Esq. Architect.

In February, 1836, in consequence of increasing age and infirmities, I resigned my situation as Chairman of the Superintending Committee, and their thanks were returned to me for my services, as will be found, with my answer, in the Miscellaneous Part, No. 6.

In consequence of the great increase of the business of this Institution, the Committee purchased the lease of the house adjoining, pulled it down and rebuilt the same, having a new lease, for a longer term, granted by the City. Since its first establishment, in 1816, to 20th November, 1837, during a period of 21 years, there has been received, including interest .. £2,609,640 0 4
Deducting payments to depositors, in-

cluding interest and disbursements 2,053,853 3 2

Leaving the sum of £555,786 17 2

due to 25,010 depositors.

I was also on the Committee of the Society for the Refuge for the Destitute, and for the Society of Friends for the Relief of Foreigners in Distress. I resigned my situation as Treasurer to the latter in 1829, after holding it for twenty-one years, when I received a letter of thanks from the Committee. I also belonged to the Marine Society and Merchant Seamen's Office.

From connexions and friends in America I became acquainted with many of the distinguished and literary characters of that country, and from their kindness I have been made an honorary member of the American Philosophical Society at Philadelphia, and of the Philosophical and Historical Societies at New York. I was likewise a member of a Committee for the relief of

British prisoners in France, for whom a liberal subscription was raised. The money was transmitted, at various times, to a Committee of respectable officers and others, who were prisoners there, to be distributed in such a manner as should be found most advantageous. Regular returns of the application of the money were made to the Committee in London.

The New England Corporation for civilizing the Indians in New England and parts adjacent is one of which I am also a member. I became a member of this Company many years ago, and succeeded Sir William Pepperell, Bart. as Governor, which office I resigned in 1829, still retaining my situation as a member of the Company, and continuing upon their Committees.

After New England became independent by the American revolution, the field of operations for the Company was, by a decree of the Lord Chancellor, transferred to the British colonies adjacent to New England.

The first operations of the Company, after this decree took place, were in New Brunswick; but not meeting with the success they anticipated, they removed their establishment to Upper Canada, where it is principally confined to the Indians of the Six Nations upon the Grand River, consisting of the Mohawks and other tribes, who had removed from New England and the parts adjacent.

A portion of the funds under the Company's directions is applicable to the advancement of the Christian religion among Indians, Blacks, and Pagans in some one or more of His Majesty's plantations or colonies; and they have devoted a part of them, with some success, to the

instruction of the negroes in Jamaica and other British islands in the West Indies.

I have been for many years a fellow of the Royal Society, and a member of the Royal and London Institutions from their commencement.

I have been a governor of St. Thomas's Hospital, and on its Committees for many years.

I was many years, and still remain, a governor of Christ's Hospital, an Institution established by Edward VI. of great public utility, where many of our distinguished characters have been educated. It gave me much pleasure to promote the objects of Professor A. D. Bache, of Philadelphia, a great grandson of Franklin, the President of Girard College for Orphans, founded and endowed by the late Stephen Girard, a wealthy citizen of Philadelphia. The Professor came to Europe to inspect such public establishments as were conducive to the carrying this great scheme into effect. He had free access to Christ's Hospital, and was much gratified to see those objects that promoted his views.

I was made an honorary member of the Society of Civil Engineers at the time the docks for London were in contemplation and execution. I have belonged to many literary and charitable institutions which are not adverted to; and it may now be time to conclude this digression.

I have been placed in many situations where I have endeavoured to make myself useful, and been blessed with many friendships and attachments, and my wishes now induce me to decrease my occupations; and I have found, from experience, that contentment forms a large portion of the happiness of human life; which

is confirmed by what Mrs. Barbauld says, (whom I became acquainted with early in life,) who shews that, by moderating our wishes we may lessen many of our imaginary wants and evils; and I now seek, during the remainder of my life, for ease and retirement, and I look forward with a humble hope that I may hereafter be transferred to a better and happier state.

September 22, 1838.

Part Second.

R E M A R K S

ON THE

STATE OF THE PORT OF LONDON IN 1793 ;

WITH AN ACCOUNT OF THE

RISE AND PROGRESS OF THE DOCKS

AND OTHER IMPROVEMENTS UP TO THE YEAR 1837 ;

WITH

A FEW HINTS AND OBSERVATIONS

ON THE

COMMERCE AND PROSPERITY OF ENGLAND.

REMARKS ON DOCKS.

It was intended to have given a summary statement of each of the docks and their accommodations from their beginning to their completion; their rise, progress, objects, and dimensions; but after a lapse of forty years and upwards, and the charters of the docks for twenty-one years having long expired, it was thought advisable to complete this collection by putting together the Tracts that were written by me, and reprinting some that were out of print. It is only intended in this second part to give a brief abstract of this collection, referring to the Tracts themselves in the Appendix for further information.

The Collection of Tracts for promoting docks, warehouses, and other accommodations in the Port of London, were written between the years 1793 and 1800. The first of these Tracts was written in 1793, and being favourably received by the mercantile and shipping interests was then printed for private circulation; it suggested St. Katharine's, Wapping, the Isle of Dogs, and Rotherhithe as convenient places for them, giving the preference to the plan for the London-Docks at Wapping, on account of its local advantages, and its vicinity to the seat of commerce.

These Tracts were first printed to show the wants of the Port of London in 1793, and the remedies proposed.

A meeting of the chairmen of public bodies and of merchants was convened, by public advertisement, to meet

at the Merchant Seamen's Office, on the 6th March, 1794, to take into consideration the state of the legal quays. They adjourned to the 14th March, to meet at the Marine Society's Office, to take into consideration the inadequacy of the legal quays for the accommodation of the trade of London, which were the same as at the time of Queen Elizabeth, between London-Bridge and the Tower; when it was resolved, after deliberation, that a committee of forty-one be appointed to take the same into consideration, and to report their proceedings, as occasion might require, to a general meeting. The committee met on the 18th March, 1794, when they resolved that the legal quays and sufferance wharfs were inadequate for the accommodation of the Port, and that they would be ready to receive any information or proposals for the further accommodation of the trade.

And upon the 13th March, 1795, the Committee came to the resolution, " that wet docks at Wapping would
" best tend to remove the difficulties and inconveniences
" which affected the commerce of the Port, and that they
" were of opinion that the forming a cut from Black-
" wall might be proposed, and that a communication of
" the plan should be made to the Corporation of the City
" of London, and also to Government to request their
" support."

A general subscription having been agreed upon, and books opened for the purpose, the subscribers met at the London-Tavern, on the 5th January, 1796, Edward Forster, Esq. in the chair, and after passing several resolutions they agreed to prepare a petition to Parliament to bring in a bill for the purpose, and they further resolved,—

" That the thanks of this meeting be given to the chair-

“ man, deputy-chairman, treasurer, and committee who
“ have prepared the business for this meeting.”

Also resolved,—

“ That the thanks of this meeting be given to William
“ Vaughan, Esq. for the assiduity and ability he has
“ manifested, and the assistance he has given during the
“ progress of this business.”

During the progress of their investigations the committee of forty-one employed Mr. Powsey, who had recently constructed Mr. Perry's dock at Blackwall, to make a survey of Wapping; and his report being approved of, on the 24th August, 1794, Captain Huddart and Mr. Vaughan were requested to find out an efficient person well qualified to make a regular and correct survey of the vacant space at Wapping for forming the London-Docks.

Mr. Daniel Alexander, who had been employed in a difficult work of hydraulic architecture, in widening Rochester-bridge, and also as surveyor in building warehouses in the Tidal works of the Port of London, and who was strongly recommended, was appointed to make a detailed and accurate survey of the site for docks at Wapping; on account of its large open space of low land much below high water mark, and being covered by comparatively few houses, with a fine entrance from the deep water of the pool at Bell-Dock. The survey was completed in seventy days, and was found so correct as to require no alterations.

Various other plans were submitted, possessing merit; but that for the London-Docks at Wapping being preferred, a committee was appointed to carry the same into execution, as before stated.

In the original plan of these docks submitted to Parlia-

ment was a cut from Blackwall to the docks at Wapping, to avoid the circumnavigation of the Isle of Dogs, which was afterwards relinquished, and the application confined to the formation of "The London-Docks" only. On the plan submitted to Parliament was shown the number of streets and houses as they then stood; and upon that plan was also drawn the outline of a dock of twenty-seven acres, giving the largest possible area of water, with the longest quay-room, and a figure a little irregular, to suit surrounding property, and a basin of three acres, with an entrance at Bell-Dock, afterwards approved of by the Court of Directors, in August, 1800; it was also further proposed to throw out a jetty into the dock, alongside of which ships might load and unload on three sides of the wharf.

The whole was referred to a committee of civil engineers of great repute, viz. R. Mylne, Joseph Huddart, John Rennie, and William Chapman, Esqrs. and the dock was executed by J. Rennie, Esq.

On the 3d of February, 1801, Mr. Vaughan, wishing to aid the operations of these engineers, took the liberty of suggesting various hints as to objects of a local nature, many of which were adopted. These details being of a local nature are not here inserted.

Mr. Alexander had the planning and constructing of the five stacks of spacious warehouses on the north side, situated 100 feet from the docks, to allow sufficient space for the convenience of loading, unloading, housing, &c. with cross walls each way, from the foundation up to and through the roof; forming four distinct compartments, with stone staircases at each gable end up to every floor, with iron doors at their entrances, and double iron doors to connect or separate the rooms; which gave convenience

and security against fire. Mr. Alexander also completed the spacious vaults, which were capable of receiving many thousand pipes of wines and spirits, as well as the tobacco-warehouse, which covers the space of between four and five acres. The whole of the premises were encircled by a high wall, and were completed under his direction; and some years afterwards the adjoining or eastern dock of about seven acres was constructed, and the new warehouses were built by him. This dock was afterwards connected with the river by a cut at Bell Dock, Shadwell.*

Mr. Alexander drew various plans and made sundry borings for the state of the soil within the space intended for the docks; he also made an estimate of the value of the houses and premises intended to be purchased, and assisted in taking assents and dissents to the bill in question, and in building the warehouses for the second dock, and altering the building for the revenue-officers.

Mr. Alexander continued as surveyor to the Dock Company from 1794 to 1831, a period of thirty-seven years, when he resigned a situation which he had filled with zeal and ability.

The Company were also very much indebted to the zealous and active exertions of George Robinson, Esq., their first Secretary, who died in their service in 1827, for assisting to obtain the different Acts of Parliament; and for his general disinterested and judicious attention to their affairs, they voted him a handsome gratuity for these services, which he duly merited.

* In 1838 the London Dock Company, to create more quay room and greater convenience, carried out a jetty 800 feet long, at which ships may load with greater despatch.

The usual measures were taken to petition Parliament in favour of the Docks, when the House of Commons appointed a Committee to take into consideration all the plans that were proposed for the relief of the Port. During their progress two other tracts were written, printed, and circulated as follows:—

“Reasons in favour of London Docks” was a little publication distributed in 1795, and reprinted in 1796 and 1797. About 3000 of these were printed off and given to friends and opponents, and contributed greatly to remove many objections to Docks, and to their proposed situations. This tract will be found in the Appendix.

The next Tract, dated 16th August, 1795, was a Letter written to Thomas Irving, Esq., the then Inspector-General of Parliamentary Reports, by whom I had been favoured with many documentary papers respecting trade and shipping. In conversing with him on the importance of attaching the bonding system to the plan for making Docks, he requested me to communicate the same in writing; but time would not allow much care and consideration in composing a letter which was never intended for publication. He asked permission to communicate the letter to Mr. Pitt and Mr. George Rose, who were pleased to receive favourably the suggestions contained in it. Some few copies were afterwards printed in March, 1796, for private circulation. This letter being out of print, has been reprinted.

The bonding system had only been extended at this time to tea, tobacco, and rum; but when the Acts of Parliament passed for making docks, the West and East India trade were allowed the bonding system for their respective imports, under “An Act for permitting certain

“ Goods imported into Great Britain to be secured in “ Warehouses without payment of Duty.”—43d *George III. cap.* 132. In the merchants’ docks at Wapping, which had been intended for general purposes, the bonding system was in like manner granted for wine, brandy, rice, and tobacco. The charter for these docks was for twenty-one years.

Upon the expiration of these charters, this bonding system was extended equally to all the Docks that were entitled to the warehousing system. This system has at farther times been extended to many other articles of trade, and by degrees has been granted to the Docks of most of the leading outports. The advantages derived from it were great to the merchants, commerce, and revenue. It gave the merchants the command of capital in their commercial concerns; it encouraged making England a depôt for the exportation of its commerce to foreign parts without the payment or the drawback of duties, and left the payment of duties to be made at the moment of home consumption. It prevented much smuggling and illicit trade, and was a great saving to Government in the expenses of watching goods until landed, and in the expenses of collecting the revenue. The Docks also prevented much plunder and pilfering.

The Examination of William Vaughan, Esq., before the Committee of the House of Commons, dated 22d April 1796, was the next Tract, and will be found in the Appendix, of which the following are some of the general outlines. He produced a plan of a survey of the River Thames, made at his own expense by Capt. A. M. Shields, with the soundings of the river, and the position and number of the mooring-chains, from London Bridge to Bugsby’s

Hole; and also plans of the several sections and soundings across the river at different parts by Capt. Shields. The plan was drawn to a scale of 40 yards to an inch, and extended to 18 feet in length. When presented to the Committee of the House of Commons it could not be received in evidence, from its being private property and from other causes; but it was permitted to remain there and to be referred to in the examination of Capt. Shields and Mr. Vaughan. These plans and sections, and also a printed copy of the first plan submitted to Parliament, as executed by Mr. Alexander, were afterwards presented to the London Dock Company, and are now hung up at the Committee-room at the London Dock for inspection.

As there were so many schemes for Docks, and other plans afloat for the improvement of the Port, and more proposed than the immediate commerce of the Port required, it was deemed expedient to see how much of the trade of the Port could necessarily lie and discharge in the river; leaving British and foreign ships from foreign parts, that were valuable on account of their cargoes and revenue, to resort to Docks at discretion.

Sir William Young, Bart., the Chairman of this Committee of the House of Commons, wishing to have some information as to the powers and capacity of the river for the reception, laying, loading, and unloading ships, requested to have answers to some queries on these and other subjects, which will be found in the Evidence printed in this collection, in the Appendix.

His Majesty George the Third having intimated a wish to see the different plans for the London Docks, they were sent to him with the Tracts that had been printed and

other papers; and his Majesty was pleased to return the plans with expressions of great satisfaction.

In the year 1794 many of these Dock Tracts that had been then printed were collected and bound together for private circulation; since which two other Tracts were printed, viz. Answers to Objections against the London Docks, written in 1796, and a Comparative Statement between the London and the West India Docks, written in 1799. These two pamphlets contain many observations upon commerce, and are now added to complete this collection of Tracts on Docks, Trade, and the Bonding System.

In consequence of the long and great discussions, for four sessions in Parliament, on the formation of the London Docks at Wapping, and the many competitions that sprung up in all quarters, and a fear that the West-India trade would not be early provided for, Robert Milligan, George Hibbert, Esqrs., and a respectable number of merchants, planters, and others advocated the formation of Wet Docks in the Isle of Dogs, and in conjunction with the interests of the City of London they procured an Act of Parliament for making two Docks exclusively for the West-India trade, with wharfs and warehouses; one for the import and the other for the export trade, with an entrance basin at Blackwall, and another at Limehouse-hole. The Act for these Docks was for twenty-one years, and after the expiration of the charter, the West-India trade was laid open, and at liberty to go to any other docks in the Port of London. The Act passed in 1799, and the first stone was laid on the 12th of

July, 1800, and opened for the reception of shipping on September 1, 1802.

George Hibbert, Esq., was the first Chairman, and Robert Milligan, Esq., Deputy Chairman, and were the great promoters of these Docks; and upon the death of the latter in May, 1809, the proprietors, much to his honour, were pleased, for his active services, to erect a statue to his memory with the following inscription:—

To perpetuate on this spot
the Memory of
ROBERT MILLIGAN, Esq.,
a Merchant of London,
To whose genius, perseverance, and guardian care,
the surrounding great work principally owes
its design, accomplishment, and regulations,
THE DIRECTORS AND PROPRIETORS,
Deprived by his death,
On the 21st May, 1809,
of the continuance of his invaluable services,
by their unanimous vote
caused this statue to be erected.

The statue was erected by Mr. Westmacott in 1813. The above inscription is on a bronze tablet at the back of the pedestal of the statue; the plate was originally placed in the front.

My friend George Hibbert, Esq. who was one of the principal West-India Merchants of London, chairman of that body, and for many years the able and zealous agent for the island of Jamaica, and for a short time in parliament, died on the 31st October, 1837, respected and re-

gretted by all who knew him. In public, he was an able and judicious advocate, and in private, a warm and kind friend. He was a liberal patron of the arts and sciences, and for many years President of the London Institution.

The Act for the formation of a canal across the Isle of Dogs, to avoid the circumnavigation of the river by Greenwich, passed in 1800, and was under the management of the City of London. This canal was afterwards purchased by the West-India Dock Company, and, with additions, now forms a part of their docks.

The Act for the Merchants' Docks at Wapping, originally intended for general purposes, without exclusion or monopoly, did not pass till the beginning of the next sessions in 1800, without the cut from Blackwall as at first proposed. It was begun in June, 1802, and was opened for the reception of shipping in January, 1805. Under the Warehousing Act, passed afterwards, tobacco, brandy, and rice were allowed to be bonded there.

The Act for the East-India Docks and for bonding teas, &c. (for the trade of India) passed in 1803, and the Docks opened in 1806, and my friend, John Woolmore, Esq., the first promoter, was elected chairman.

The East-India Company, since the alteration in their charter, have sold some of their valuable warehouses in the city, which has caused great alterations as to the system of management of the other docks. The West-India Dock Company have purchased the East-India warehouse in Fenchurch-street, and the St. Katharine Dock Company those in Cutler-street. The East and West India Dock Companies have lately united their interests.

I was on board the ships that first entered all these

docks and the City Canal, as well as the St. Katharine's at a later period.

The Act for the Commercial Dock, on the Surrey side of the river, for timber, oil, corn, &c. passed in the year 1810, and the docks were opened in 1813.

St. Katharine's.—In the year 1825 an Act passed for making docks at this place for the convenience of the Baltic and other trades. These docks owed their origin more to the combination and competition of particular interests than to the increase of trade and commerce of the Port of London. They extend over a plot of ground which had been surveyed by the London Dock Company, but was never further pursued on account of its possessing so small an area for water compared with the great number of houses upon it, and part of them upon a rising ground. These docks were commenced on the 3d of May, 1827, and opened on the 25th October, 1828. Thomas Tooke, Esq. was the first chairman. The dock is divided into two parts, with only one entrance and basin.

TIDES.

In August, 1800, Mr. Vaughan directed the height of the tides to be taken at the gates of the London-Dock, and to be regularly registered under the superintendence of Mr. Pearce, an intelligent foreman, who had been in the employ of Mr. Alexander at the pier-head, and to be kept as at Liverpool. The Directors of the London Dock Company were pleased to permit John W. Lubbock, Esq. F.R.S. who was making some valuable observations on tides generally, to make use of these tables, which were

afterwards printed in his interesting and important Observations on Tides, published in the Philosophical Transactions, from the years 1831 to 1837. There are other valuable communications in these Transactions made by Professor Whewell, of Cambridge, from the year 1834 to 1838, which contained many interesting observations made at 500 stations of the Coast Guard in Great Britain and Ireland, and 100 stations in America, Spain, Portugal, France, Belgium, Holland, Denmark, and Norway, under the direction of the Lords of the Admiralty.

I cannot more happily state the merits and services of these two scientific gentlemen on the subject of tides, than by referring to an extract from His Royal Highness the Duke of Sussex's Address, (which will be found in the Miscellaneous Part, No. 7,) and I hope that their researches in developing the great laws of nature will promote the cause of science and benefit commerce.

Mr. Vaughan frequently attended Captain Shields while he was making the survey of the river and the position of the mooring-chains, and making observations on the tides. Mr. Vaughan himself ascertaining the number of ships that could moor, at high water, between London-bridge and Bugsby's Hole, calculated on the average of various surveys made by him. In the year 1796, a table was also made of the regular rising of the tide from low water to high water mark on the south side of the river, Captain Shield marking the staff every three inches, while Mr. Vaughan kept the time for every ten or fifteen minutes on a calm and quiet day; these observations were not however repeated, but it was observed, that by drawing a line from the point of time to the point of the height of the tide it always produced a curved line.

With respect to the tide of the Thames, it may be stated that there are occasional fluctuations, owing to the state of the winds when the sea of the German Ocean is driven into the mouth of the Thames, instead of through the Straits of Dover; which I conceive will account, together with freshes from up the country, for some of the very high tides in the upper part of the river and at the dock-gates, and which occasioned the tides to flow about twenty feet and upwards. I requested Mr. Pearce to state the periods when they were at and above twenty feet. The water overflowed the banks at the stairs off Wapping, and at one of these periods I went down there and found in the street that I walked through the water half-leg deep, and the people were bailing the water out of their cellars,* and I am not incorrect in stating, that many years ago the tide flowed into Old Palace-yard and into Westminster-hall.

It may here be remarked, that the Thames, in regard to its tides as well as the draft of water at London, is by

* The site of St. John's, Wapping, and parts adjacent were anciently within the influx of the river, and was supposed to have been first embanked in 1544,—“ By frequent inundations of the river Thames its “ banks in these parts became sufferers; for about the year 1565 divers “ breaches were made therein, which were no sooner repaired, than “ another happened in 1571, which the Commissioners of Sewers, after “ viewing the same, were of opinion that the most effectual way to secure “ the bank of the river in these parts, would be to erect houses thereon, “ to which end ground was taken, and the first foundation of the house “ laid, where Wapping at present is situate.”—*Maitland's History of London*, book viii. p. 768.

See Plan of the London-Dock in the Appendix, p. 2, printed in 1794.

nature most happily adapted to the receipt of shipping in the stream, and the passing them afloat into docks.

The tide flowing gently from the Nore to Teddington, to an average of eighteen feet at the London-Dock on spring tides in a calm and gentle rise, not very much affected by winds, or storms, or freshes, by strong currents or by silt or mud banks : all of which, more or less, together with ungovernable heights of tide, are sometimes severely felt at Liverpool, Bristol, and Hull, and give the superiority to London in this respect.

This, with other properties, forms so fine a port at London in the very heart of the kingdom.

I requested Mr. Pearce to make out a copy of the tide tables kept at the Wapping dock for my own use, which he did till near the time of his death. Captain Maughan, the present dock-master, who succeeded Mr. Pearce, is an intelligent person, now continues them, and is attentive to the causes and operations of tides, and to the usual tables of them ; and he has introduced the use of the barometer, which is also employed at Liverpool. He conceives that the plan of the river, as surveyed by Captain Shields, is a very valuable one, and a record of the tides forty years ago.

I did not expect that the tide tables kept at the London Docks would ever have appeared in the Transactions of the Royal Society ; though I feel honoured at my name being referred to as having suggested the keeping of these tables in London, in the same manner as at Liverpool.

In the Examination of Mr. Vaughan before the committee of the House of Commons, will be found a plate of the section of the river and of the docks, made by him, and marked W.V. shewing the state of the tides at high

and low water-mark, and at neap and spring tides respectively, and also the rise and fall of the tide for each day.

Little accidents often lead to interesting, if not important consequences. The making of Docks had produced much attention at home and abroad ; and my friend Matthew Boulton, Esq. of Soho, wishing to view them with some friends, I accompanied them. The Rev. James Smirnové, Chaplain to the Russian Embassy, was one of the party. They afterwards dined with me, and on my expressing a wish to increase my collection of maps and plans of rivers, canals and docks, both at home and abroad, Mr. Smirnové was kind enough to say that he would procure those of Russia for me.

In December, 1802, I received a letter from Mr. Smirnové, informing me that he had made an application to Vice-Admiral Mordinoff, who laid it before his Imperial Majesty Alexander I. who was pleased to direct a hydrographical plan of all the Russias, the rivers, and the canals, made and making, and the docks at Cronstadt, to be sent to me, for which I returned my grateful acknowledgments through Mr. Smirnové, sending at the same time various plans of the docks then under formation in London, with hints on commerce, free trade, and the bonding system, to be presented to his Imperial Majesty ; and on the 30th October, 1803, I received a letter from Vice-Admiral Chichagoff, acknowledging my letter and the plans ; and further stating, that his Imperial Majesty had been graciously pleased to send me a valuable diamond ring, for which I returned suitable acknowledgments. Copies of this correspondence will be found in the Miscellaneous Part, No. 8.

Colonel Waxall, an engineer of merit in the Russian

service, had been employed to make observations on the progress of the London Docks; and on his going to Petersburg to be married, he took with him a model I had given him of the railways and waggons used in those works, which he exhibited in a lecture before his Imperial Majesty.

While in England, he had taken up his abode next door to a public-house in Tower Street, that had been frequented by Peter the Great, for refreshment, upon his returns from working in the King's yards at Deptford, well known by the name of the

“CZAR'S HEAD.”

This sign had originally projected into the street, at the time when signs were thus hung up. Colonel Waxall purchased it, giving another in exchange for it, which now remains fixed against the house. Wishing to send this sign of the Czar to be deposited in some public archives at St. Petersburg, he requested of me a certificate of its origin; which I gave, having found upon enquiry, that the then landlord or his family had purchased the good-will of the house from the person who put it up, or of the family to whom it originally belonged. On Colonel Waxall's return to England he brought with him a medal that had been given to him by his Excellency Count Romanzoff, after reading his lecture before his Imperial Majesty; and at the same time he requested permission to present it to me, having rendered him, as he stated, some services. The medal was accepted at the moment, but it was afterwards returned, stating that all the different rings, and this medal which he had received from his Imperial

Majesty ought to be kept as heir-looms in his family; and as ladies are the best guardians of their husbands' honours, I requested the medal might be presented to his lady to keep.

LONDON AS IT WAS IN 1793.

Before the making of docks, the accommodation of its trade was confined, for the loading and unloading of ships with the aid of lighters, to the legal quays between London Bridge and the Tower, only about 1460 feet in length, and to sufferance wharfs on both sides the river. The accommodation for the shipping was confined to the space between London Bridge and Limehouse Hole.

The number of vessels entered inwards in 1793 were—

	Colliers	3,500
	Coasters.	6,473
		<hr/> 9,973
From foreign parts {	British	2,574
	Foreign	1,193
		<hr/> 3,767
	Total	<hr/> 13,740

Perhaps the best contrast that could be made for London as it was in 1793 is to compare it with London, with all its docks and improvements, in 1836 or 1837, as will be found in the next part.

METROPOLIS

AND

THE PORT OF LONDON,

AS IT WAS IN THE YEAR 1836,

INCLUDING

ALL THE DOCKS, AND OTHER IMPROVEMENTS.

Within the last forty years the metropolis, including the port of London, has undergone a wonderful alteration and increase in extent, population, and commercial accommodation.

It may be stated that the metropolis is the seat of a great empire of legislation and justice, and also of industry, commerce, and revenue ; and forms, as it were from its extent and numbers, a little government within itself, with such laws and regulations as are best adapted to promote its interest and welfare. Its inhabitants are generally subservient to laws and regulations, the minor courts of justice deciding quarrels and disputes, with the aid of a well-regulated police.

If strangers are struck with the size and grandeur of the metropolis and its great improvements in the last thirty or forty years, with its parks, gardens, public and private edifices, its churches, public hospitals, charities, and institutions for knowledge, science and arts, with its bridges, docks, tunnel and railways, they ought also to admire, with equal justice, objects that promote their cleanliness, health, comfort and happiness ; with markets well supplied ; plenty of water ; its gas-lights affording beautiful illuminations ; its steam-boats ; its insurance offices and fire-engines, its commodious pavements and its bared sewers, all of which tend to increase our comforts and security. There is no city better supplied with water or better drained.

If the maps of London at the time of Queen Elizabeth in 1560, and that by Roque, in 1769, be compared with those of the present period, there will be found to have been a very great increase in the size of it ; particularly if we include the improvements and additions of recent times ; such as Regent Street and Park ; the Strand ; Trafalgar Square ; Pall-mall ; Belgrave Square ; Waterloo, Southwark, and London Bridges ; the cluster of the docks, with all their buildings in the east, and other improvements in Middlesex, Westminster, and Southwark. A tolerable idea might be formed of the extent and number of houses requisite for a population of 1,500,000 inhabitants, allowing about six persons to a house.

The villages, for miles round London, are gradually becoming united to it, and the avenues to the capital are spacious and ornamental.

There are few cities where there are so many benevolent

and charitable institutions for the comfort and assistance of infancy and old age, and of infirm and sick persons.*

Contrasting the trade of London in the year 1793 with that of 1836, without entering into many details, it may be briefly remarked, that London has increased in extent, population, commerce, wealth and power beyond general conception. But wishing to confine points respecting London to trade and its accommodation, it may be briefly stated, that according to accurate documents there were entered for the year

1836	Colliers	8,162
	Coasters (including steam-vessels). . . .	12,603
	British ships engaged in Foreign trade	3,845
	Foreign ships	1,465
		<hr/>
		26,075
		<hr/>

* Since writing the above I avail myself with pleasure of an article in the John Bull, of the 5th of March, 1837, as taken from Frazer's Magazine for that month, to which I refer.

Hospitals, dispensaries, infirmaries, and other medical or surgical charities	78
Institutions and schools for the instruction of orphans and other necessitous children (exclusive of parochial, charity, and infant schools)	44
Pensionary, annuitant, loan and other societies	63
Philanthropic societies, asylums, and schools of reform	10
Miscellaneous societies for the relief of the distressed	29
Religious societies and schools	46
Educational foundations and school societies	18

Making an aggregate of 288

Benevolent institutions, some of which are unequalled in the world for

That the importation of coal into London was for the years

1825	Colliers	6,564	Tons of coal	1,856,606
1826	"	6,810	"	2,040,291
1827	"	6,491	"	1,882,321
1828	"	6,750	"	1,960,559
1829	"	6,992	"	2,018,975
1830	"	7,108	"	2,079,275
1831	"	7,006	"	2,045,292
1832	"	7,528	"	2,139,078
1833	"	7,077	"	2,010,409
1834	"	7,404	"	2,078,685
1835	"	7,958	"	2,298,812
1836	"	8,162	"	2,398,352

Being a very great increase over the importation of coals into London in 1793.

This great increased consumption proceeds from the increase of population, the number of manufactories, distilleries, breweries, private and public works using steam-engines, and particularly the supply of steam-boats plying from London to Margate, &c. and outward-bound.

extent, and the munificence of their provisions; which statement may be coupled with the fact, that for the support of education, Bible and Tract societies, no less a sum than £552,376 18s. 2d. (the actual receipt for the years 1835 and 1836) is annually subscribed in the United kingdom.

*A Statement of the number of Vessels entered inwards -
and cleared outwards at the Port of London, for the
years 1793, 1835, and 1836.*

1793	<i>Inwards.</i>		<i>Outwards.</i>	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Colliers....	3,500	700,000	—	—
Coasters ..	6,473	496,760	—	—
	—	—		
	9,973	1,196,760		
	—	—		
From all other parts :				
British	2,574	498,651	—	—
Foreign....	1,193	177,019	—	—
	—	—		
	3,767	675,670		
	—	—		
1835				
Colliers....	7,958	—	—	—
Coasters ..	12,513	—	—	—
(including steam- vessels.)				
	—	—		
	20,471	2,764,982		
	—	—		
From all other parts :				
British	3,780	740,256	2,884	130,910
Foreign....	1,057	188,983	1,092	197,491
	—	—	—	—
	4,837	929,148	3,976	828,401
	—	—	—	—

1836

	Vessels.	Tonnage.	Vessels.	Tonnage.
Colliers. . . .	8,162	1,650,177		
Coasters. . .	12,730	1,160,701		
	<hr/>	<hr/>	<hr/>	<hr/>
	20,892	2,810, 878	11,167	1,115,857
	<hr/>	<hr/>	<hr/>	<hr/>
From all other parts :				
British	3,845	772,046	2,964	662,445
Foreign. . . .	1,465	255,875	1,444	257,120
	<hr/>	<hr/>	<hr/>	<hr/>
	5,310	1,027,921	4,408	919,565
	<hr/>	<hr/>	<hr/>	<hr/>

POPULATION OF THE METROPOLIS.

1811	Males	457,281
	Females	552,265
		<hr/>
		1,009,546
		<hr/>
1821	Males	570,236
	Females	655,458
		<hr/>
		1,274,800
		<hr/>
1831	Males	683,059
	Females	788,882
		<hr/>
		1,471,941
		<hr/>

London may be compared to a great hive, where the drones are as busily employed in trifling life away, as the industrious bees are in collecting honey for their winter store ; and the busy throng from morn to night, and night to morn, are ever on the wing. There is no city where there are so many spectacles, exhibitions, plays, museums, gardens, and lectures as in London, to occupy the time of the wealthy, the learned, and the gay. It has been stated that thirty or forty years ago there were about 200,000 persons passing and repassing London, Westminster, and Blackfriars Bridges in a day ; but what must the floating circulation of a dense population of so great a city as at present, where perhaps there may be above 400,000 persons moving daily by land and water : as an example, I recollect in the summer either of 1836 or 1837, in walking from Gower Street along the New Road to the Bank, I met about thirty omnibuses, and I was overtaken by about twenty going to the Bank.

It is stated in the Morning Post of 2d October, 1837, that within the limits of the three-penny post there are 850 short stages.

In 1826 there were 1,150 hackney coaches and cabriolets.

1828	„	1,200	„	„
1830	„	1,265	„	„

The number at present licensed is 1797.

It may be further stated, that above forty steam-vessels a week clear out to all parts beyond the Thames, or about 2,500 steam vessels per annum, which clear out from the Port of London, exclusive of those that go daily from

Gravesend and Margate, which go many hours in the day, as well as those that ply from London to Westminster Bridge every quarter of an hour in the day.

It has been estimated that about 400,000 persons in a year go from London by steam-boats to Margate and places adjacent.

COMMERCE AND ENGLAND.

It is not intended, in a little tract of this nature, to enter into speculative discussions, but, perhaps, when some other objects are intimately connected with the state of society and our prosperity, to allude to them as points that have contributed to make many changes in the state of England, may not be uninteresting.

England, for its extent, may be considered one of the most interesting and important countries in the world as to population, wealth, agriculture, commerce, and manufactures. Its territory may be divided into tillage, pasturage, woods, forests, with many navigable rivers. Its tillage affords wheat for men, oats for horses, and barley for beer and spirits. It possesses coal, iron, copper, lead, and other mines, and produces wool and timber, and has extensive fisheries. About 961,134 families were employed in Great Britain in agricultural pursuits in 1831. Manufactures, trade, and commerce with other avocations employ the rest.

Since 1763 its tillage and pasturage have increased by enclosures, improvements, and cultivation. Roads, canals, and railways have favoured the above objects, and strangers greatly admire the fertility, verdure, enclosures, and woods in this country.

The population of England may be divided into two classes, the rich and the poor; which, like the oak growing with its growth and strengthening with its strength, are the support of each other, and the wealth of the one and the labour of the other not only contribute to the union and happiness of both, but give vigour and power to this favoured land we live in; and it may truly be called Britain the Great.

There are few countries like ours as to population, civilization, education, industry, morals, justice, and commerce, with such laws for the protection of person and property, and the administration of justice and good order.

It may not be uninteresting in this place to give a statement of the population of England, Wales, and Scotland, taken from Parliamentary Reports for the years 1811, 1821, and 1831.

1811.

	ENGLAND.	WALES.	SCOTLAND.
Males.....	4,575,763	291,633	826,191
Females ...	4,963,064	320,155	979,497
	<u>9,538,827</u>	<u>611,788</u>	<u>1,815,688</u>

1821.

Males:.....	5,483,679	350,487	983,552
Females ...	5,777,758	366,951	1,109,904
	<u>11,261,437</u>	<u>717,438</u>	<u>2,093,456</u>

1831.

Males.....	6,376,627	394,543	1,114,816
Females...	6,714,378	411,619	1,250,298
	<u>13,091,005</u>	<u>806,162</u>	<u>2,365,114</u>

The population of England has much increased within the last sixty or seventy years; but little can be relied upon beyond the Population Returns of 1811, 1821, and 1831.

Agriculture has in like manner much increased, nearly keeping pace with the increase of population; and it will appear that tillage and pasture, under the many inclosure acts passed during the last fifty years, and an improved system of the rotation of crops with the aid of potatoes now to be found all over the country, and other improvements in agriculture, have made a most rapid progress, and have brought an immense extent of country into cultivation for the food of man and beast.

It appears from tables taken from authorities of an early date that the state of production of corn in England was as follows:—

	Davenant, 1700.	Smith's Corn Tracts, 1765.
Wheat..... Qrs.	1,750,000	4,046,603
Barley.....	3,375,000	4,603,272
Oats.....	2,000,000	4,240,947
Rye.....	1,250,000	1,063,652
	<u>8,375,000</u>	<u>13,954,474</u>

It is not intended in this summary statement to give a detail of the present state of grain of all kinds; this is left to those who better understand the subject. Suffice it to state generally, that I conceive that in years of plenty, Great Britain may be said nearly to maintain itself from its own means, and that foreign corn is not permitted to be imported but under certain regulations, and subject to its paying a duty on its importation for home consumption.

It has been sometimes stated, that bullion goes out of the country to pay for the importation of foreign corn; but it will, I believe, be found that the exportation of bullion and its reimportation depend more on the state of the exchanges in our commercial proceedings than on our importation of corn; and that the corn imported into this country forms a part of the payment for the manufactures exported.

It may be further stated, that in general the climate of England is temperate, the people healthy and industrious and much attached to their country. There are few countries where there is so much medical aid and assistance for the rich and the poor, and where, in general, the people remain stationary as to health and longevity for many years without much alteration.

It was a saying of King James or Charles that there were more working hours in the day, and days in the year in England than elsewhere, which may be partly owing to their being fewer saints' days, fast-days, and holidays.

In the register of the population for the years 1811, 1821, and 1831 will be found the number of males and females, marriages, births, and burials, and also a statement of their ages, which will confirm the above represen-

tations ; and from the attention that has been paid to the keeping of the register by various insurance companies, great public benefit has been derived by ascertaining ages and aiding medical men with respect to health and the cure of their patients. Longevity is also to be found in every class of society. There are above forty life insurance companies established in London, under various plans and modifications, but all tend to the great point of establishing the state of health and the duration of life.

There are few countries that have so many natural and acquired advantages as this. Our mines, fisheries, and natural productions are our great sources of wealth. We are ourselves the great consumers of those productions, and likewise the great consumers of our imports, and by the means of our industry and commerce have the greatest intercourse with every quarter of the globe, partly owing to our geographical position and vicinity to the continental ports of Europe. It is amongst our many advantages that England pays great attention to the giving an early education, by parochial, national, and other schools and institutions, to her people, with moral and religious habits, and we owe much of our prosperity and happiness in life to the early impressions we imbibe from our parents in infant years.

It may be also stated, that in this country, as in others, great respect is paid to the rites of marriage, baptism, and burial, and that when these are combined with the blessings of an early education, with habits of order and discipline, they greatly improve the civilization and moral and religious impressions of the people.

The English are much attached to their country, and are great lovers of justice and good faith, and are liberal

in promoting works of public utility. There are few countries where there are so many monumental records of public and private virtue as in England, which serve as examples to the rising generation; and the nation has frequently shown respect to the memory of those who have deserved well of their country, by public funerals or public monuments.

I was lately at Windsor-Castle, which I conceive to be the finest building of its kind for grandeur of style, antiquity, and preservation, in this country; and amongst some of the most interesting of its objects may be reckoned St. George's Chapel, the Waterloo Gallery, and the Gallery of Ancient Armour, which has been fitted up with peculiar taste and chasteness.

In the armory were seen the banners of Marlborough, Nelson, and Wellington.

Nelson, our great naval commander, was buried with national honours, and it is hoped, that when our great military hero shall have terminated his mortal career, he will be buried with equal respect, and that Fame will inscribe the name of Wellington on her tablet as one—

“ Who loved his country
And who wished it well.”

Literature and the arts and sciences are also much encouraged in this country, and may be happily exemplified by the British Museum, whose collections of Egyptian, Grecian, and Roman sculpture remain unrivalled. Its library is extensive, and has lately been enriched by the valuable collection of George the Third, which was presented to the nation by George the Fourth.

The Parliament have recently voted liberal sums for enlarging the building of the Museum, which will, when completed, form a splendid national establishment.

Though we have not so large a building or collection of pictures and statues in the National Gallery as the Louvre at Paris, yet they are annually increasing, and this country happily possesses within itself a great collection of the first masters, and the British Institution is annually furnished for exhibition from the private collections of the nobility and gentry with pictures of ancient masters for exhibition to the public; and we have had for many years an annual exhibition at the Royal Academy of painting and sculpture, by living artists, which does them great honour, and reflects much credit on the Society of Arts for having been the original promoters of the Royal Academy.

The annual exhibition of paintings in water colours is improving every year; and the National Gallery, though at present in its infancy, possesses some admirable pictures of the highest order.

Whilst we are looking at foreign schools of art, England should endeavour to form a school of her own, founded upon the laws of Nature, which are simple, grand, and beautiful.

The British Association may also be mentioned as another instance of the improvement of the times. It is extending its influence, to the great benefit of the community.

In machinery and mechanics, both on a great and on a small scale, we are unrivalled.

There are few countries that possess so much valuable statistical knowledge as Great Britain, from her parliamentary and other reports and publications on the state of

agriculture, commerce, manufactures, and science, both theoretical and practical, from which this country has derived the greatest advantages. A further reference may be made to Campbell's Political Survey of Great Britain, published in 1774, which contains an important statistical account of different parts of Great Britain at that period. Reference may be also made to Davenant, Adam Smith, Colquhoun, Tooke, M'Culloch, M'Queen, and other able writers on political economy.

Without touching upon the system of poor laws, which forms one of the most important and intricate concerns in the whole scale of political economy, and which is now under a great public experiment, it may be stated that the introduction of small allotments of land, let out at an easy rent to the industrious and labouring class of society, has afforded great aid and relief to those that would have been much distressed if it had not been for such resources ; and no less than 75,000 families have adopted this plan with a prospect of a great increase as stated by "The Labourers' Friend." This system, with the aid of Savings' Banks, will, it is hoped, promote industry, and increase the comforts and improve the morals of society.

When our commerce was in its infancy it might have stood in need of prohibitions, bounties, props, and fences ; but it has taken so deep a root in our soil that it promotes agriculture and manufactures, and we can bear a storm without much apprehension, and may lessen many of our restrictions and prohibitions without injury. We owe much of our power to agriculture, manufactures, industry, and commerce.

This is not an opinion of a day, but was expressed in a letter written by me to Whitshed Keene, Esq., M.P., who,

as one of the Committee, favoured the formation of Docks in London in the year 1796, and of which the following is a copy:—

London, 17th April, 1796.

Whitshed Keene, Esq., M.P., &c. &c. &c.

SIR,

Permit me to request your acceptance of three little pieces respecting questions of great public utility, that were drawn up without much time for arrangement or correction.

The Letter to a Friend embraces objects of great moment beyond the simple Port accommodations of Docks, and were detached hints suddenly thrown together at his request, who wished them committed to writing without delay. The letter has so many marks of haste about it that I now almost repent its having made its appearance in its crude state; but I hope objects and intentions will apologize for its imperfections.

With respect to the question you asked yesterday, as to the extent of our commerce, and what proportion of our exports were the effects of a depôt, I beg to say that our commerce is of a peculiar nature, and that our great lines of imports lie in a few leading articles and the products of a few countries. We are the great importers and the great consumers of those imports, such as tea, wine, sugar, &c., and of those imported, such as require the hand of industry to bring them into circulation. We are also our own great customers. While we are looking with wonder at the great increase of our foreign trade, I look with greater astonishment at the extent of our home consumption, which makes me almost incline to doubt on many

of the generally received opinions about commerce ; and that we must possess peculiar natural advantages to be able, with so few native products in return, to command such a commerce as we do, both as to our imports for consumption and our exports. I conceive that the great blessing which preponderates in our favour are our coals, iron, lead, tin, and copper, our industry, and the great security to property.

Of our foreign trade, our exports consist of a mixed assortment, and may be divided into three parts. The first, consisting of foreign produce in the same state as imported ; and when we are merely the depôt, waiting for the advantages or competitions in markets, with all accumulated benefits of freights and charges that attach themselves to the import and re-export of such articles as tobacco, rice, and India goods.

The second, foreign products that undergo manufacturing. To these we attach a portion of the labour and industry of this country, which forms no small part of our capital, and which enables us to import and consume to the extent that we do. To ascertain the value and extent of our trade has been and will always be an imperfect thing ; and we must only judge of it by its influence and effects, and in proportion as we encourage commerce we increase wants and the means of supplying them.

Not returning home till late last night prevented my sending the paper I promised sooner, and I remain,

Sir,

Your obedient and humble servant,

WM. VAUGHAN.

London is the metropolis of the kingdom, and is seated

at the head of a fine navigable river, nearly ninety miles from the sea ; commanding the greatest portion of the commerce of the kingdom ; and has an easy access to every port of England, and other parts of the world.

Liverpool is next to London in commercial objects. It is situated in the middle of a great agricultural and manufacturing district, and commands an extensive and increasing commerce with Ireland and America, and all foreign parts.

In the article of cotton only, Liverpool now imports from 1,200,000 to 1,400,000 bags per annum, which in a manufactured state by British labour, may almost be considered as a domestic product ; a very large part of which is for home consumption. Its exportation in a manufactured state to America and elsewhere is considerable, and in the shape of twist, forms a great article of export to Germany, Russia, and Prussia.

From the insecurity of the river Mersey, owing to the tides, the whole of its trade, foreign and coastwise, is obliged to resort to docks, to load and unload, and is subject to the payment of dock rates. In the docks ships load and discharge afloat, or in half-tide docks or basins, open to the tide grounding in the latter at low-water.

With respect to the commerce and shipping of London, it is differently circumstanced to that of Liverpool ; and within its port to Bugsby's Hole, it is capable of holding about 1,400 masted vessels at a time, including colliers and coasters, which must lie and discharge in the river. Foreign ships mostly lie at Limehouse Hole, leaving a portion of British and Foreign ships, valuable as to cargo, to resort to the docks at pleasure, which may hold 1000 or 1200 sail at a time.

Bristol has converted a part of the River Avon into a floating dock for the reception of its ships ; making a new cut for the river, and thus giving rise to the remark, that they have an *artificial river* and a *natural dock*.

Hull has also extensive docks for the reception of its trade, having converted the Military Foss, as has been since done at Havre de Grace, into a wet dock ; thus proving the increasing power and influence of commerce.

The four Rivers, the Thames, the Mersey, the Humber, and the Severn, connect and combine with the aid of roads, canals, and railways, the various manufactures with our Foreign trade.

It may be interesting to state an account of the official value of the imports into and exports from Great Britain in the year 1836 ; distinguishing the trade with France and the United States of America from that with other parts, and without comment.

1836.	IMPORTS	EXPORTS
	Into Great Britain.	From Great Britain.
France	3,115,452	2,338,972
United States	10,918,835	15,017,625
Other parts	41,765,396	80,861,217
	<hr/>	<hr/>
Total to all parts..	£55,799,683	£97,217,814
	<hr/>	<hr/>

To which may be also added a summary statement of the imports and exports to and from the United States, with all parts ; distinguishing the proportion of the value of the commerce with Great Britain and France respectively,

taken from official documents for the following years, each ending the 30th September. The dollar may be valued at 4s. 6d. and the tables speak for themselves.

YEARS.	IMPORTS.	EXPORTS.
	Dollars.	Dollars.
1829	74,492,527	72,358,671
1831	103,191,124	81,310,583
1833	108,118,311	90,140,433
1834	126,521,332	104,346,973
1835	149,859,742	121,693,577
1836	189,980,035	128,663,040
1837	140,989,217	117,419,376
1838	112,000,000	103,136,000

N.B. The return for 1838 *not official*.

The falling off in the amount of Exports and Imports, since 1836, has been occasioned by the deranged state of the trade and currency since the commencement of that year, and is now reviving.

Of which to and from Great Britain.

YEARS.	IMPORTS.	EXPORTS.
	Dollars.	Dollars.
1829	25,279,489	24,291,693
1831	44,093,717	32,989,519
1833	37,845,814	32,303,450
1834	47,242,807	44,212,097
1835	61,249,527	52,180,874
1836	78,645,968	57,875,213
1837	44,886,943	54,583,570

Of which to and from France.

YEARS.	IMPORTS.	EXPORTS.
	Dollars.	Dollars.
1829	8,838,978	11,749,395
1831	14,065,743	9,164,802
1833	13,431,678	13,772,221
1834	17,141,173	15,508,974
1835	22,915,376	19,751,244
1836	36,615,417	20,939,100
1837	22,083,614	19,690,578

It may be further stated, that the discovery of America has produced some of the greatest changes ever known in the history of the world. It has led to conquests and settlements in various parts of that great continent; and England was amongst the foremost to avail herself of the advantages to be derived from it. Amongst other events in more recent times, the war in 1756 and the peace of 1763 were productive of great and important results to this country. It gave tranquillity and security to the British colonies, and added Canada to our foreign dominions, as well as many acquisitions in the East and West Indies. The result of this war produced an increase of our ships, colonies, commerce, and revenue.

The war with America commencing in the year 1775 was followed by that with France; which events were revolutionary as to government, dominions and commerce. The war with America ended in its Independence, in the year 1783; but by subsequent events, our intercourse with the United States has produced a still greater revolution by the extension of our commerce, compared with the loss of our colonies.

France, jealous of our dominion at sea, and of our marine and commerce, aimed, with the combined fleets of its allies, to destroy our naval superiority.

But the engagements of Rodney, Howe, Duncan, St. Vincent, Nelson, and others, destroyed their naval force, and left their colonies and commerce unprotected; which tended to increase our commerce, and led to the improvements of the port of London.

The Americans, after their Independence, carried on much of their commerce with our colonies; which trade was chiefly composed of British and American manufactures, either on their own account, or as a neutral power to carry that commerce into their own ports; or else into English ports, as places of security, during the war, until they could be dispatched, with safety, to the continental ports of Europe, and then to be realized or re-shipped. The English cruisers made many captures, and brought in many ships for detention and adjudication; thus raising many intricate points in our Admiralty Courts, respecting neutral property and ships. Buonaparte, wishing as much as possible to prevent all intercourse with English ports, attempted to blockade almost all the ports of Europe against the trade of England in every shape, in order to depress it.

This produced a reaction, by the introducing of Orders in Council, neutral bottoms, and false papers, with high insurance at thirty per cent. against every risk. Many of these were taken or seized in port, and others arrived safe at their place of destination. In both cases the continent received supplies.

All these changes had a tendency to infringe on, or break down the policy of our navigation acts, and ulti-

mately to mitigate the rigor in the observance of them, prior to the general peace of 1815.

In 1815 the ever memorable battle of Waterloo (when the Duke of Wellington with the aid of the allies completely defeated Buonaparte) created another great change in the state of things, and gave peace and tranquillity to Europe. Armies turned their faces homewards, seeking employment by agriculture, manufactures, commerce, and domestic objects, encouraging industry to create property and produce revenue. This new situation of things created yet still greater changes in our commercial relations and treaties; decreasing the system of prohibitions by a mutual exchange of a more liberal nature, either in the reduction of duties, or trading upon more liberal terms. The countries of Europe by a long peace have increased their own advantages and comforts; and as they increase in population and wealth, they will also require fresh wants; and in the means of supplying them, England will have little to fear in a great scale from rivalry, having so many natural and acquired advantages; and by improving upon herself, she may still retain her power, influence, and prosperity.

It may be further observed, that England has improved upon its own discoveries, and has encouraged voyages for the increase of knowledge and science; and has also paid great attention to the civilization of other countries by the means of Missionaries, and the circulation of the Bible to all countries through the agency of religious societies of all denominations. Further information on this head will be found in the Miscellaneous Part.

The Tree of Knowledge is so deeply rooted in the soil

of this country, as to be favourable to the pursuit of the arts and sciences in all their branches, and to the education of the mind ; and the fruits of industry have given wealth, greatness, and power to England, and we may conclude by saying,—

Happy, happy England ! Sea-girt Isle ! May she long remain, the living monument of her own fame, and may other nations follow her example !

MISCELLANEOUS PART

ON

VARIOUS SUBJECTS.

MISCELLANEOUS PART,

ETC. ETC.

No. 1.

NAVAL COMMUNICATIONS.

To Mr. Sewell.

SIR,

Your useful Magazine having engaged the public attention to a great national object, the importance of Naval Architecture both to our Navy and our Commerce, I am encouraged, from the reception you gave a little piece on that subject in your Appendix to your Tracts on Naval Architecture, to submit the following Hints to your consideration respecting *Inland Navigation*, from an old Correspondent. Both objects have an intimate connection with each other; and Great Britain owes much of her power, prosperity, and welfare, to the encouragements given to them. These Hints were written about two years ago for a particular object; and if encouragement is

given, I hope to see a Society formed for the Improvement of Inland Navigation, similar to the one that has been instituted for Naval Architecture. What is here suggested, may be useful to a numerous class of your readers who have not an opportunity of perusing larger works, containing in many respects similar information. You have already given us one proof of your readiness to invite communications on useful projects; and I am persuaded you will be equally so, on another that may be no less useful to our internal interests and resources.

London,
July 1, 1792.

I am, SIR, yours,

A. B.

HINTS AND QUERIES ON INLAND NAVIGATION AND CANALS.

A pamphlet, entitled “The History of Inland Navigation in England,” published some years, having been long out of print, and it being proposed to re-publish the same with improvements, and to continue it to the present time, the following Hints and Queries are submitted for consideration:—

The Duke of Bridgewater’s Canal, begun in 1759, occasioned many similar projects; and so great has been the spirit excited, that the Legislature have passed no less than thirty-eight Acts of Parliament for the making or perfecting of Canals, or for improving the Inland Navigation of this country. Many of these undertakings are finished; some have failed, and others are at this moment carrying into execution. A complete history of them, stating their particular objects, their extent, and their

effects, cannot but be interesting to the public, who have been so much benefited by them.

There have been, perhaps, few objects of internal policy that have so much called forth the powers and resources of the country as Inland Navigation. Rivers and Canals are to a country, what arteries are to the human body. They aid agriculture and manufactures, and create new markets while they extend old ones. Inland Navigation has not only been the means of enlarging our foreign commerce, but of giving birth to an internal one ; which, with all our predilection for foreign commerce, has far exceeded it in extent, value, and importance. The influence which this Inland Navigation and Commerce has had upon our industry, population, and resources, has been so great, as in many instances to have changed the whole appearance of the countries through which Canals passed.

The reasons are plain. If we appear as consumers, by means of Canals we are enabled to import more cheaply ; if as producers, we add facility both to imports and exports. If the materials of a manufacture lie dispersed, Canals unite them, and at the same time supply the persons concerned in the manufacture with all their necessities on the cheapest terms. The land-owner, whether as possessing the surface of the land or the mines below it, necessarily finds his advantage from new markets, and from having a cheaper carriage both for his manure and his productions. The intrusion upon his pleasure-grounds he may the more easily forgive, when he recollects the gain in return to his estate, his frequent absences from his country residence, and the many defeats in Parliament which Canal-undertakers in general have experienced, *solely* on this account. Perhaps it may be laid down, as a gene-

ral rule, that every Canal-Bill ought to pass in Parliament, when guarded in the usual manner, unless it does an unfair injury to another better Canal. The gain belongs to the public, the risk to the individual.

The experiment of Canals has now been made for some years, and to an extent, perhaps, of seven or eight hundred miles, and in most cases to the advantage of the public, even to the increase in many instances of land-carriage as well as navigation by sea.

In some parts of the country prejudices still prevail; and the popular objection, that Inland Navigation destroys our nursery for seamen, has frequently influenced the minds of those who were not biassed by any particular local interest. If in some instances the Coasting Navigation may have been lessened by it, in others it has been increased; and there can be no doubt, that a great extension of our distant navigation has arisen from a system which has in effect converted the internal districts of our Islands into COASTS. The security to the communications of the parts of the country one with another during the tempestuous months, and in time of war, which is afforded by Canals, is another advantage to be added to that of their cheapness compared with land carriage. The barge and boatmen, though they have little experience in boisterous seas, are by no means unacquainted with the art of managing and loading vessels, and they frequently find their way to our sea-ports, and thence into our navy. If Inland Navigation may be supposed to form but few navigators for the sea, no lives are lost in these calm elements; the diseases of hot countries, so destructive to our seamen, are also unknown in them; and they admit of no desertion, whether in peace or war, to foreign services, there to

be employed by our rivals and enemies. In short, the abundance of fresh-water rivers and lakes in a country has never been thought a detriment to its navigation, but the contrary : and there seems no reason for supposing artificial Inland Navigation to be in this respect at all more injurious. Besides, we are not always to judge of the benefits of commerce, agriculture, and manufactures, from instantaneous effects and consequences. Though they may not in direct lines be immediately productive, yet when taken in the greater outlines, they frequently in their returns and collateral branches aid and assist each other, by giving employment, circulation, and wealth.

When the history of Inland Navigation, and the spirit of industry and commerce come to be better understood, and popular prejudices decline in their influence, the accuracy of these doubts respecting the utility of Canals, &c. will be questioned. If we object to Canals, we may admit the same claims against the use of machines in our manufactures, and implements of husbandry in our agriculture. The cheaper we can invent, labour, and transport, the better we can contend with foreigners, and the more hands are left at liberty to new calls, which a general spirit of improvements and wants create ; Ingenuity always proving itself the helpmate of Industry. The present growing state of our agriculture, population, internal and external commerce, is the strongest proof of our gaining ground ; notwithstanding our incumbrance of debt, taxes, and dearness of labour.

There are two countries in particular, China and Holland, that have systematically encouraged Canals and Inland Navigation at the *public expense*. Neither of them want wealth, population, or employment ; and Holland abounds

in navigation, as would China also, if her policy did not render her averse to foreign commerce. France has not been deficient in public undertakings of a similar nature. In England, the zeal of individuals has had a public sanction, but the undertakings have been at *private expense*. We build palaces for our public offices ; and at an immense expense subsidize foreign troops in peace and war for objects of vain glory ; or to balance hostile powers, in a manner oftener suited to our caprices and passions than to our interest ; but we do not sufficiently cultivate those seeds of convenience, comfort, and industry, that would shoot out into permanent strength, wealth, and revenue at home. A time may come when the general system of all Governments may look more to the encouragement of such public undertakings as will tend to population, happiness, and improvement, in a degree far superior to our present ill-judged expensive systems.

The object of the intended publication should be to give a history of what has been done ; to remove prejudices, and establish information and encouragement in favour of future undertakings. The following Queries and Hints are submitted, among others that might be suggested to the public. The information, plans, and hints of Engineers, of the Agents of Canals, and of private individuals, on the subject should be invited. The Queries and Hints are all numbered, to save trouble ; and the Answers made may refer to these Numbers.

The history of Canals and Inland Navigation should not be confined to England, or even Scotland or Ireland ; but it should embrace those of other countries where they have been extended.

London, September 15, 1790.

QUERIES, HINTS, &c.

- I. Plans of Inland Navigation as originally projected; and how far they have been carried into execution to the present time; denoting particularly if any deviations; and when those at present incomplete, are likely to be finished.
- II. The causes or objects of each particular Inland Navigation having been undertaken, and the degree in which the execution of the event has corresponded with them.
- III. The nature and extent of traffic carried on upon these navigations.
- IV. The different productions and manufactures of those places, and their neighbourhood, through which the Canals, &c. pass; or with what canals or rivers they communicate.
- V. The effects which Canals, &c. have had upon the manners, industry, manufactures, population, agriculture, and mining, of the different countries where they have been found, especially compared with others similarly circumstanced; and also the cheapness and facility with which markets have been supplied, compared with former times.
- VI. How far the value of lands, rents, and labour, together with taxes and rates, have been affected by them.
- VII. The number of people, horses, &c. supposed to be

employed by, or in consequence of, the traffic on Canals, &c. especially compared with the former state of things.

VIII. The length, breadth, and depth of Canals; also the form and size of them best adapted for use, permanency, and economy.

IX. The fall of water on each Canal or Inland Navigation, and the number of locks made or intended.

X. What have been the improvements made in the system of locks, inclined planes, sluices, bridges, &c.; and how far they are still capable of improvement?

XI. How far Canals are expensive in their repairs; and the best remedies to prevent or remedy accidents or damages.

XII. The prime and annual cost, and the revenue and other profits to undertakers, in the cases of Inland Navigations, compared.

XIII. The tolls actually collected, compared with the accounts limited by the different Acts of Parliament.

XIV. The quantity of tonnage used upon Canals and improved Inland Navigations estimated *per annum*; with the size, forms, and draught of barges when loaded.

XV. What is the distance, time, and expense of conveyance, respectively, along the Canals, &c. to the four great extremities, *viz.* London, Bristol, Liverpool, and Hull; or as far as goods can be water-born to and from each place; and the same for intermediate distances?

XVI. What is the time, distance, and expense of land-carriage in the above cases; and where the water-carriage terminates?

XVII. What is the comparative time and expense, convenience or inconvenience, of land-carriage, in the above

cases, as opposed to that of Canals or other Inland Navigation ?

XVIII. What is the time, expense, and damage, accruing in conveyances in the above cases by sea, both in winter and summer ; and also the estimated sea-risks in peace, and in war ?

XIX. What convenience or inconvenience, of a general, local, or particular nature, has been found to attend Canals and Inland Navigation, especially with respect to health, population, and employment ; also the draining or otherwise of the soil, &c.

XX. Whether Canals cannot be made convenient and useful sluices through bogs ? and to enquire, How far the experiments making in Ireland have succeeded ? with the general observations from them.

XXI. How far Canals can be made subservient to the purposes of agriculture, by flooding of meadows or turning of mills, &c. ?

XXII. What contrivances, implements, or machinery, have been employed for constructing Canals and improving Inland Navigation ; and what species of boats, barges, bridges, cranes, and other machinery, are now used upon them, or in connexion with them ?

XXIII. What curious or instructive incidents have occurred during the course of these undertakings ; or what curious and instructive anecdotes respecting the parties in any way concerned in them.

XXIV. What is the best system for management and inspection of the concerns of a Canal or Inland Navigation, whether *formed* or *forming* ; and what particulars are most to be attended to or guarded against upon this occasion ?

XXV. To invite communications of plans, drawings, models, or explanations of projected or of executed Canals, sluices, locks, inclined planes, boats, bridges, or Canal machinery and implements; and in order to have information conveyed by them as perfect as possible, deviations made, or likely to be made, should be particularly noticed. In Canals there can be little danger of rivalships in communications of this nature, as they are always attached to particular spots, and for particular objects: the advantages of them are local; and when communicating with other Canals, the advantages become more general, both of a public and of a private nature. By a freedom in communication we may gain experience and improve advantages. Even a knowledge of defects, and of the causes of the failure of projects, may not be without their uses.

XXVI. Whether a good map of England may not be made, shewing the state of Inland Navigation, that would be simple in its construction without deranging other objects; the lines between the counties to be plain, and the counties to be distinguished by a few plain simple colours; rivers to be described how far they are navigable by an anchor; and the Canals with three strong colours, to distinguish those executed, executing, and projected. If the mountainous parts of the country were added, with local mineralogical remarks, &c. &c. the attention of the public might be directed to proper objects with some success.

London, September, 15, 1790.

A. B.

No. 2.

NAVAL COMMUNICATIONS.

[Continued from page 8.]

To the Editor of Papers on Naval Architecture.

ON THE PRESERVATION OF TIMBER, ETC.

SIR,

I have read your little collection on Naval Architecture with pleasure, and though no theoretical or professional man, I have annexed what occurred to me on the occasion. If it gives hints to others I shall be happy in the opportunity of drawing out the sentiments of those better informed.

The art of building of vessels has been, in one shape or other, general and common to all nations and ages. Necessity has been the mother of invention; and what accident has discovered, design may have improved. The floating of trees on the surface of the waters may have given birth to the use of boats, and the hollowing of them fit for passage or burden has been an after invention.

Throughout the globe we discover a promptness and similarity of manners that is singular. Man differs but little from man in his inventions for the common purposes of life: climate and products may vary, but he soon learns how to adapt them to his wants and uses. This is peculiarly verified in the art of ship-building in all its various gradations of pettiaugers, proas, boats, sloops, &c.; the knowledge and use of them is general. In many countries or islands we find vessels used that have been only

scooped or burnt out of single trees. The ribbing and planking of vessels, with the use of sails and oars, and their size, construction, and materials, have varied and improved in proportion to the conveniences and accommodations of the several climates in which they have been found, and they have been well adapted to the occasions and wants of man in his most untutored state.

Though this system and principle has been the same, it has belonged to civilization and to commerce, among the more enlightened nations, to extend their ideas as their wants have increased; and ship-building, with all its improvements, is now become one of the greatest efforts of man in his most cultivated state. Notwithstanding our skill, we have yet much to learn, by the application of general principles to many points that have a near relation to the art of ship-building. It is not perhaps so much a question how to invent or make a floating body, as how to govern that floating body in all its varied forms by some common principles, under all given circumstances of burden and despatch in the elements they have to contend with.

From the want of uniting theory more with practice, the inquiries of our men of science have been very limited and much confined to the speculations of the closet. To become more useful, their pursuits and knowledge should be applied more to the result of experience. Our practical men have neither leisure or ability to follow up abstruse or abstracted speculations; and it may be admitted as a doubt, whether inventions and discoveries, with the improvements upon them, have not been more rapid from among practical men than from those who have had no experience beyond a speculative and theoretical education. A time may come when our attention to the higher classes of mathematics

and philosophy may lean more to points of practical utility; and perhaps none is more capable of study and inquiry than ship-building and navigation, with all their collateral branches dependent upon utility, health, and accommodation. The French have employed some of their best Academicians to write on these subjects, and with much success; and the ships they have built are strong proofs of the attention they have paid. We have built from their models, and improved upon them.

No ships have differed more from each other than those which have been built upon the same models; and so much do little causes frequently produce the greatest effects, that the same vessels have been made fast or dull sailers only by a difference in the size and positions of masts, sails, and yards, the mode of stowage, and of carrying of sail. Ships are like men, and their tempers are to be managed alike; they are tossed to and fro, the one by the elements, and the other by the caprice of passion. In ships, much will depend upon the construction, but much more perhaps upon management. Each size will be found to have a proportion peculiar to itself, and adapted to the nature of the service to which it is intended. Fishes are of all sizes, forms, and constructions, each class having its own proportion, and yet all enjoying the same common properties for the element for which they were intended. Ships are of a more complicated construction, and have at all seasons to contend with two elements, which are often at variance with each other, and are then more the governed than the governing power.

Though much attention has been paid to the choice, age, cutting, and seasoning of timber, and the mode of preservation, both in the primitive state of timber and

when worked up into shipping, yet an increasing attention may create fresh discoveries; and as a few hints may lead on to others, the following are submitted for that purpose.

In Sweden, a complaint was made that the timber floating and seasoning for the use of their navy was frequently infected with the worm. Linnæus, on being consulted, found that an insect deposited its eggs in the timber; he recommended the floating of the timber under water during the season that the insect laid its eggs. The advice was followed and the evil remedied.

The following extract of a letter from a gentleman of considerable philosophical observation, and whose situation gave him great opportunities of hearing the proposals and projects of others, having found its way into some circles, contains so much useful information, that a liberty is taken in the transcribing of it.

“ A man who had been formerly concerned in ship-
“ building, but for thirty years past has been a bridge-
“ builder, had early in life observed, on examining worm-
“ eaten ships, that the worm never eat within the seams
“ where the caulking-chisel and the oil, &c. entered. He
“ had observed that the whaling-vessels would be eaten to
“ a honey-comb, except a little above and a little below
“ water, where the whale is brought into contact with the
“ vessel, and lies beating against it till it is cut up. A
“ plank lying under water, at a mill of his, had been
“ obliged to be renewed annually, because eaten up by the
“ worm within the course of the year: at length a plank
“ was accidentally put down, which for some purpose had
“ been thoroughly impregnated with oil; it remained
“ seven years without being affected. Hence he took the

“ idea of heating the timber as much as possible, and
“ of impregnating it in that state with the liver-oil of
“ the cod-fish. He had practised this for thirty years,
“ and there was no instance of the worm attacking his
“ timbers, while those in neighbouring places were imme-
“ diately destroyed. He had used the liver-oil of the
“ cod because very thick, and therefore, as he supposes,
“ more permanent in its effects ; he supposes some other
“ oils might do, but cannot speak of them experimentally.
“ He says there will be no difficulty in heating the planks
“ of a ship, after they are put on, as well as before ; but I
“ do not recollect his mentioning ever to have tried it in
“ the case of a ship.”

In America it is not uncommon to bore a hole at the end of timbers and pour oil into the same, from whence it soon disperses itself throughout the pores. They also apply salt between the ribs with great success. Salt-ships are known to be well-seasoned and lasting.

As the navy makes so formidable a part of our power and of the ship-building of this country, it would be a proper question to know the proportions best adapted to each rate, so as to combine burden, sailing, fighting, and accommodation for men ; attending also to the size of masts and construction of sails. It may be also admitted as a question, What sized vessels are best calculated for the transportation of troops, with respect to health, safety, despatch, and national economy ?

It would be an object of moment to devise some plan for the better preservation of timber between wind and water ; to consider of the best mode of sheathing, coppering, and paying of ships' bottoms ; and what is the best preservative against the worm and foul bottoms, when

ships are not coppered. Whether coppering of the navy has had any effect upon the timber? and whether, when in ordinary, it would or would not be advisable to let them remain in that state? Whether from the great wear and tear of a ship being principally confined to its upper works, by constant straining and exposure, it might not be advisable to strengthen those parts by additional beams and making the timbers in parts stronger? What would be the effect of laying double floors or crossways?

As ship-building forms so large a proportion of the wealth and the power of the country, the thoughts of scientific men might be turned more to the art itself, when connected with all its collateral branches; it might also be made more a part of nautical education.

At Barcelona, in Spain, (a country none of the most public-spirited in these points,) an academy is established for the noble arts, and open to all the world, where all who attend are taught, gratis, drawing, architecture, sculpture, &c. There are seven halls, and one of them has a nautical school, where every thing of tables, paper, and masters are provided at the public expense; it has already turned out above 500 good pilots. Government here, without making expensive establishments, might give encouragement and circulate information by useful books among all the lower and younger classes of officers and men.

Societies might be formed and premiums given for the best nautical and practical essays on the various branches dependent on navigation.

Medals might also be struck for successful candidates, as honour with some may prove as great a spur as pecuniary reward.

Accounts might be invited of the numberless accidents that have arisen occasioned by shipwrecks, loss of masts, rigging, sails, and rudders, and also from leaks and short allowances of provisions, with the remedies and substitutes that have been applied. A selection of them might be made for the use of the navy and merchant-service, which might serve as a vade mecum in moments of distress and danger; and to a work of so much utility and humanity the Admiralty might perhaps be induced to give encouragement and information. The loss of rudders and remedies applied might be instanced in the case of his Majesty's ship the *Lion*, Captain Cornwallis. The losses of masts and sails are innumerable; and it is some comfort to those in such distress, to observe that ships under jury-masts seldom founder but ride out the storm like other ships; and if they do not make such despatch in their voyages, they never invite danger by a press of sail. Seamen should be impressed with the danger and folly of deserting ships on the first alarm, when compared with the still greater risks they run from open boats in the middle of the ocean, and with short commons and no port at hand; also that ships have been frequently brought into port when deserted by crews, and that others have been lost only because they have been deserted. A seaman should never abandon hope—it should be his motto as well as his sheet-anchor; he should be strongly impressed with the idea that the buoyancy of a ship in itself in all cases will keep her long afloat when leaky; that ships will even swim when the water within is almost level with the sea without; that cargoes in themselves are frequently buoyant; and that if of a perishable nature, the packages may, however, add to that buoyancy. The preservation of

the Guardian man of war, Captain Riou, is a wonderful instance of hardships, perseverance, and safety. The narratives of Captains Inglefield, Bligh, and Wilson, with many others, might be brought to encourage confidence and banish despair.

It might be recommended to officers and seamen to encourage among themselves more the professional knowledge of the pilot. We often find expeditions and voyages retarded or defeated from the want of a knowledge of coasts and soundings, and the trusting always to men or pilots when the former cannot be procured.

It might be also a useful project to oblige all captains, on clearing out their ships from our several custom-houses, when paying for lights, &c., to take with them printed directions and drawings of our light-houses along the coasts with their bearings; the expense would be only a few shillings; it would circulate information and save many vessels that are lost, both outward and homeward bound, from ignorance or want of pilots. Under the patronage of Government and the Trinity-house, other countries might be induced to make a mutual exchange of papers and information.

Health to seamen is a great point of nautical importance, and with all our precautions hitherto, it is still capable of further improvements. Had Captain Cook's voyages been only undertaken with the idea of experiments as to health instead of discoveries, they would have proved a national object and a blessing to society, by adding to the lives, health, and happiness of a useful class of men both to the navy and to commerce. Seamen are as prodigal of their life as they are of their purse; and it is incumbent upon us to add to the security of their lives, when they

risk so much for our wealth and convenience. To guard against short commons and long voyages, ships should be induced to take in a larger stock of provisions than customary, and it would be a happy discovery if we could make some improvement in the salting and preserving of provisions.

Ventilation is another point greatly conducive to health. Ships cannot in all weathers bring their bedding upon deck; and ventilators, as at present constructed, have been rather of a passive than of an active nature. There is a machine, which from its simplicity need not be expensive, that an ingenious man has invented as a cooler in his manufactory; it is on the principle of a winnowing machine in a box open at two ends, with a long wooden trough that might be extended at pleasure; it is worked by one man, and can convey in or out of the hold of a ship good or bad air at pleasure and to a great extent.

I remember the late Mr. Blackburne, the surveyor, relating that when he was at Gloucester the gaol fever chanced to prevail there with great virulence, and the object being to ventilate a small room that held about thirty people, it was effected by the means of a small coach-wheel with little sails, placed in a box over the ceiling that had a funnel to go out of doors; holes being made in the ceiling, the air rushed through with great impetuosity, when this wheel-machine set to work and completely ventilated the gaol. It would be easy, by means of a wheel or some other machine, to ventilate actively the holds of ships in all weathers, and it would be peculiarly serviceable to tenders and transports.

I will not lengthen this letter, already too long, by an apology, but congratulate you by observing that there is

a new-invented patent wheel to pump ships without manual labour, which works, when immersed in the sea, by the resistance of the ship to the sea while sailing; at all times it will be a useful discovery, and particularly so when ships are leaky and their crews are worn down with fatigue and disease. Sincerely wishing well to your scheme,

I am, SIR,

Yours, &c.

A. B.

June, 1791.

No. 3.

ROYAL EXCHANGE ASSURANCE.

[Continued from page 9.]

COPY OF THE VOTE OF THANKS, &c.

“ At a Court of Directors, London, June 7th, 1820.

“ The Sub-Governor, by desire of the COMMITTEE
“ of INSPECTION, communicated to the Court the follow-
“ ing Resolution of that Committee :—

“ The Governor, William Vaughan, Esq. having pre-
“ sented to this Committee a Report, dated the 29th of
“ May last, accompanied with several Books of State-
“ ments and Calculations framed and arranged by himself,
“ exhibiting results of our operations in the several bran-
“ ches of the Sea, Fire, and Life Assurances and Annuities,
“ down to the 30th of April, 1819, and shewing, in a
“ most clear, perspicuous, and combined view, the state
“ of the Company's affairs at that period; and it being
“ stated in that Report that it is the wish of Mr. Vaughan
“ that this said Report should be deposited with the pre-
“ sent and future Governors, in order to be referred to
“ when necessary by the Committee of Inspection :

“ The Committee have resolved, and do hereby resolve,
“ to express and record their cordial thanks to Mr.
“ Vaughan for the labour, skill, and judgment displayed
“ by him in framing these valuable books and documents;
“ and do further resolve, that it will be expedient and
“ advantageous to this Corporation that the system and

“ principles on which these documents have been framed
“ by the Governor, should henceforth continue to be ap-
“ plied to all future subsequent transactions in our several
“ and respective branches of business under the superin-
“ tendance of the Governors for the time being.

“ Resolved unanimously,

“ That the Governor be requested to sit for his picture,
“ as a testimony of the high sense the Court entertain of
“ the eminent services rendered by him to the Company ;
“ and that the Committee of Treasury be requested to
“ superintend the execution of the same.”

THE ANSWER.

“ *To the Governors and Court of Directors of the*
“ *Royal Exchange Assurance.*

“ *London, 12th June, 1820.*

“ GENTLEMEN,

“ I request the Court will be pleased to accept my best
“ thanks for the honour conferred upon me, by directing
“ the Resolutions of the Committee of Inspection to be
“ entered upon the Minutes of this Court, respecting a
“ Report and Statements of mine on the concerns of the
“ Corporation up to the 30th of April, 1819.

“ It is peculiarly gratifying to my feelings, that the Com-
“ mittee of Inspection and this Court have been pleased
“ so unanimously to approve of the plans and suggestions
“ in the Report and accounts presented by me, directing
“ the hints and regulations therein suggested to be adopt-
“ ed in all subsequent and future transactions, under the

“ direction and inspection of the Governor for the time
“ being.

“ The accompanying the Resolution with a request that
“ I might sit for my picture, I cannot but accept as an
“ additional token of the kindness of this Court ; and the
“ more to be valued from its being to be placed near the
“ picture of one of the best of men,* whom all loved and
“ respected.

“ I beg to repeat my sincere acknowledgements for the
“ honour conferred upon me ; with the assurance that I
“ shall use my best endeavours, in the performance of my
“ duties, to promote the welfare and prosperity of this
“ Corporation.

“ I have the honour to subscribe myself,

“ GENTLEMEN,

“ Your most obedient humble servant,
(Signed) “ WILLIAM VAUGHAN.”

December 4, 1821.

On a Resolution of the Court of Directors of the Royal Exchange Assurance Company that the picture of William Vaughan, the Governor, should be hung up in the Court-Room,

The Governor stated, that he should have been wanting in duty and respect, if he had not returned them his sincere thanks for the honour they had done him by permitting that token of their kindness, now before him, to be honoured with a place in their Court-Room ; an honour the more to be valued from its being so seldom conferred,

* Edward Forster, Esq. Governor.

and rendered peculiarly gratifying to his own feelings from its being permitted to be the humble companion to the portrait of that excellent character who so long and so happily presided over them.

He had now spent the greatest and the most important part of his life in the service of the Company ; a period too long not to be sensible that its interests were amongst his first duties, and the friendships and connexions he had formed had been amongst the happiest events of his life. That he valued their confidence and kindness with gratitude and pride, and would endeavour to discharge his duties to the best of his abilities ; but when he looked at the duties he had to perform, and at the character of those who had presided in the situation which he now held, he felt, and he doubly felt, that a post of honour was not without its anxieties. He had, however, the pleasing satisfaction of having an example before him worthy of imitation. He would endeavour to follow that example, though he was sensible, that with all his exertions, he should stand much in need of all their kindness not to disappoint their expectation.

He would not move for the adjournment of the Court without returning thanks to all the Directors, individually and collectively, for all the kindness and attention he had ever received from them, and begged they would accept of his best wishes for the prosperity of the Company and for their happiness and welfare.

*To the Governors and Directors of the Royal Exchange
Assurance.*

[Continued from page 9.]

70, *Fenchurch-street*,
December 16, 1837.

GENTLEMEN,

The Committee of Inspection on the 7th of June, 1820, having reported to the Court of Directors “ that the
“ Governor, Mr. Vaughan, had presented to that Com-
“ mittee a Report, dated 29th May, 1820, accompanied
“ by several books of Statements and Calculations framed
“ and arranged by himself, exhibiting results of the Com-
“ pany’s operations in the several branches of the Sea,
“ Fire, and Life Assurances and Annuities, down to the
“ 30th of April, 1819, and shewing, in a most clear,
“ perspicuous, and combined view, the state of the Com-
“ pany’s affairs at that period ; and stating in the Report
“ that it is his wish it should be deposited with the present
“ and future Governors, in order to be referred to when
“ necessary by the Committee of Inspection ; and the
“ Committee having resolved to express their cordial
“ thanks to Mr. Vaughan for the labour, skill, and judg-
“ ment displayed by him in forming these valuable books
“ and documents ; and that it would be expedient that the
“ system and principles with which they had been framed
“ should be applied to all subsequent transactions of the
“ Company, under the superintendence of the Governors

“ for the time being. And the Court of Directors having
“ been pleased to approve and adopt the recommendations
“ of the Committee, and having been further pleased to
“ resolve that Mr. Vaughan be requested to sit for his
“ picture as a testimony of the high sense the Court
“ entertained of his eminent services.”

I was encouraged to extend my labours to the formation of a more comprehensive and consolidated statement of all the Company's affairs from its first commencement in 1720 down to the year 1824, to which I afterwards added accounts for some of the branches to 1827.

On my resignation in 1829, many of the Statements being unfinished or requiring some revision, I retained the books in my possession to complete them, which various circumstances prevented me from doing till a few months ago.

The accounts, I trust, will be found pretty correct and serviceable, and I beg now to present them, that they may be deposited at the office for the use of the Corporation, as at first intended.

In framing these accounts I have rather aimed at making them conform to the system and practice of the office than at making any alterations.

A copious Index has been given in each of the volumes, but they have been so arranged in the seventh volume, which contains the Final Report, as to consolidate them for each branch.

With the accounts, I have returned all documents which were in my possession; destroying all other papers excepting those thanks which I have received, and which I shall ever retain a grateful sense of.

Sincerely wishing prosperity to the Company, and every
happiness to all those who preside over its affairs,

I have the honour to be,

GENTLEMEN,

Most respectfully,

Your sincere and humble servant,

WILLIAM VAUGHAN.

A letter of thanks was returned by the Court, dated
20th December, 1837.

No. 4.

AN ADDRESS

TO

THE BRITISH SEAMEN

AT THE

TIME OF THE MUTINY AT THE NORE, 1797,

BY

WILLIAM VAUGHAN.

[Continued from p. 13.]

Every lover of his country has seen, with concern and regret, that spirit of mutiny which has lately discovered itself in a part of the British navy. The manner and the timing of it have been disgraceful to the promoters of it. It has however been fortunately quelled by the seamen returning of themselves to their duty, from a sense of their own improper conduct. Wishing to cast a veil over the past, and to guard against a return of evils, I beg to address a few hints to British seamen, who have a character attached to them which they should be ever proud to merit, that of being respected at home and feared abroad. The country no sooner heard the complaints of the seamen than Parliament redressed their grievances, and immediately voted an increase to their pay to the amount of about £530,000 per annum to the public.

This was not confined to a particular fleet, but to the whole navy. After such an interposition, and a general

pardon, the late disturbances at the Nore could never have originated from the seamen at large in that fleet, but from the endeavours of the designing few, who misguided the seamen by false representations, and who kept them ignorant of the decision of the legislature, and of the acquiescence and approbation of the country, and of the navy, to that decision. No sooner were the seamen informed of what had been done, and of the detestation that the country entertained of their disgraceful conduct, than they broke through the bands that fettered them, returned to their duty, and delivered up their leaders to be tried by the laws of their country.

I look upon the business at the Nore as a phenomenon in the naval history of this country ; and I can only compare it to a sudden frost, which for the moment congealed every power and faculty of action until followed by as sudden a thaw. Lest there should be still remaining any ice floating, I would recommend to seamen before they again complain,

1st. To look to the navy and the merchant's service of other countries, and see where seamen have been so well paid, so well fed, or so well treated as in this country.

2d. Where they will meet with so many hospitals, public and private, charitable funds and institutions for themselves and families in case of old age, accident, or death.

3d. Whether there are not thousands of foreign seamen who enter voluntarily into the British service in peace and in war, in preference to the pay and the service of the countries to which they belong.

Let seamen then learn to be content, and to enjoy the blessings they possess. Let them rouse themselves to a

true sense of their situation and duty, and be sensible that they cannot better serve their country than to protect it in time of war; and at the termination of it, that they cannot better promote its interest as well as their own than by the exertions of peaceful industry. The nation loves the navy; it is a favoured service; if they have wrongs, their country will hear and redress them with kindness and with justice: but it has a spirit and an energy to suppress violence, tumult, and injustice.

Let them reflect, where will fifty or sixty thousand seamen when dismissed from the navy on a peace, find employment but in the merchants' service? Will merchants and ship-owners confide in men who have discovered a mutinous spirit and a want of subordination? Will they not give the preference to those who can and will work honestly and industriously for their livelihood, and who can have a good character given of them.

Let them also pause, and reflect that our commerce is a perpetual nursery for seamen; and if it should be found necessary, the legislature might by laws and regulations hold out encouragements to good men, to apprentices, and to landmen, or grant greater privileges to foreign seamen, in order to deter and suppress that spirit of mutiny and dissatisfaction which has discovered itself among the few who will then be left to pine and repent their own misconduct, and at the want of countenance and the want of employment.

Many of the commercial and manufacturing towns of Great Britain have followed the example of the merchants and ship-owners of London; and it gave me infinite pleasure to find their resolutions have been received in the navy with so much satisfaction and effect. The thanks of the

country are due to the officers of the navy and the marines, and also to the great body of the seamen for their steadiness and attachment to their country during the late mutiny. I will not particularize ships or men, from the persuasion that they had rather receive thanks for actual and meritorious services, than from the comparative demerits of a few ships or a few misguided men. I hope the present trials will be a warning to the few misguided seamen who had been ignorantly misled.

Rouse, then, ye British seamen! Go join the brave Admiral Duncan, who with four sail of the line blockades the whole Dutch naval force in their own ports, while a British fleet ingloriously blockades the mouth of the Thames. Blot from the page of history the record of your shame, or a recollection of the transaction, by a return to your duty and by your exertions. It may be in your power to close a war honourably to yourselves, and favourably to your country. Emulated by the examples of Lord Howe on the glorious action of the 1st of June, 1794, and by Sir John Jervis' signal and brilliant victory on the 14th of February, 1797, go seek the enemy off their own ports; and may the laurels you gain secure to us an honourable and lasting peace; remember, however, that the British navy and that British seamen owe their fame, success, and national character to vigour, union, discipline, and subordination, and that without them the navy is like a ship in a storm, without masts or rudder.

THE SEAMAN'S FRIEND.

No. 5.

LORD DUNCAN'S VICTORY.

[Continued from p. 16.]

The active committee appointed to manage the subscriptions raised for the relief of the wounded, and the families or relations of those who were killed on board the fleet under the command of Admiral Lord Duncan, in the action of the 11th October, 1797, made a general statement on the 9th of July, 1801, of the total amount of subscriptions received, including dividends thereon; and the total amount of gratuities and annuities paid to those who were killed, and to the families of those who were severely wounded; giving at the same time a list of the names of those who had not been found, to whom gratuities had been voted, whether British or Foreign seamen. The gratuities to Foreign seamen that could not be found out, after advertising, and allowing twelve months, were voted to the consuls and heads of churches of the different nations to which they respectively belonged, for the benefit and relief of foreign and distressed seamen that may frequent our ports in time of peace. Out of the lapsed sums, 200 guineas were presented to the Merchant Seaman's Office, the Marine Society, and Naval Asylum Greenwich, respectively; as Institutions intimately connected with the welfare and prosperity of the commerce and navy of this country, and as tending to afford in peace and in war, relief and assistance to a number of seamen with their families who have served on board of Admiral Lord Duncan's fleet.

On the 29th October, 1802, the same committee resolved, —That forms of certificates be required of the life, age, and situation of the parties interested, and the number of their families, before they can be entitled to receive their respective annuities; and in case of death, then their widows and children to send certificates agreeably to the forms required; and to prevent unnecessary applications, none were to apply but those who had been in the habit of receiving it; and in case of death the widow or children were to apply under certain certificates and regulations. By information, and assistance of the officers in the navy, and of the magistrates, gentry, and clergy of the United Kingdom and of foreign countries, the number of cases unclaimed and entitled to relief were reduced to thirty-five out of 1,040 cases reported to have been killed or wounded; and if any of the relations of these cases will send the particulars of their claims, attested by the minister and churchwardens of the parish, they would be immediately attended to. Foreigners are equally entitled. If gratuities are not satisfactorily cleared within twelve months, the committee are empowered by the resolution in 1801, to consider them as lapsed.

17th January, 1804.—The committee endeavoured by public advertisements and other channels to find out those foreigners or their families (if any) who had an honourable and a national claim on the funds of this committee for services in defence of this country, and where they have been unsuccessful they have paid over the gratuities which the parties would have been entitled to receive, to consuls or heads of churches of foreign nations. Out of the

funds allotted for British subjects who could not be found out there has been paid to

Greenwich Hospital	£210
The Marine Society, <i>additional</i>	210
The Dublin Hospital	105
The Royal Infirmary at Edinburgh.....	105

as being public and national Institutions connected with the commerce and navy of this country. After performing the business of the day, and regretting the death of Calverly Bewick, Esq., the late chairman, they passed the following vote of thanks:—

“ The Committee at the same time feel it a duty which
 “ they owe to William Vaughan, Esq., one of their
 “ members, to express to him and to the public their sense
 “ of obligations for his unwearied zeal and tried integrity
 “ in the arduous task of attending to the affairs of this
 “ committee from its commencement to its close.”

I remember, upon Lord Nelson coming from Vienna in his way from the Mediterranean, his saying that nothing redounded more to the honour of Great Britain, than the putting Foreign seamen upon the same footing as the English.

No. 6.

OF THE INFLUENCE OF SAVINGS' BANKS

ON THE

HABITS AND MORALS OF SOCIETY.

[Continued from p. 19.]

[This Paper was written for private communication, and was afterwards printed, 31st March, 1818.]

Since the introduction of the Poor Laws in the reign of Queen Elizabeth, there has been perhaps no plan which has held out so many advantages for the bettering the condition of the poor, for increasing their comforts, and promoting their happiness and moral habits, as the system of Savings' Banks.

Though the poor laws might have been adequate for the maintenance of the poor according to the state of society and population at that period, yet these laws, with all their increase of rates, powers, and regulations, have been found every way inadequate to the present state of the country, and the great changes that have taken place in the habits and manners of the people. Notwithstanding the increase of industry, commerce, and wealth, the growth of pauperism has more than kept pace with the advancement of population. The lamentable increase of distress, indigence, and criminal delinquency within these few years has too plainly shown that there must have been something radically wrong and defective in the system of the poor laws,

and that the remedies hitherto applied call for new and powerful aids to correct those evils which have so alarmingly preyed on the morals and habits of society. Savings' Banks may be considered as one of those aids, and as forming a new era in the system of political economy. They create by their operations and combinations a new power of the first magnitude by the simplest of all agents.

It has been stated that the creative powers of industry are to property, what education is to the mind; and Savings' Banks, by bringing industry and frugality into union and action, will put it in the power of every man to better his condition in life by his own exertions. In these institutions he will find a never-failing spur to his industry; a security to property, and a check to many of the evils arising from losses, plunder, and imprudence; and after providing for the common incidents of life, a friendly fund and resource at hand against the day of want, sickness, and old age.

Savings' Banks have established the great leading principles for which they have been founded; and there cannot be a stronger proof of their advantage and necessity, than the great alacrity and avidity with which they have been adopted by every class of society; and that out of the savings of industrious persons more than £600,000 has been invested in Government debentures since the passing of the late Act up to the present time.

There have been but few single deposits in the London Institutions exceeding £50 at a time, and their great bulk as to value and number have been under £5. But when it is taken into consideration, how much has been deposited in the first year of the experiment, out of the savings of industrious individuals who may have hoarded

up funds during the whole course of their lives without use, circulation, or interest, until called into activity by this system; and also how much has been further paid by weekly, monthly, or occasional deposits, exclusive of investments for children, &c.: the depositors of the first class can be of little moment, and are of little detriment to the public.

It might be further added, that every new depositor bringing a new capital into play, produces confidence and example, and affords an additional pledge to the state for the protection and security of property, and for the welfare of society; and that every man, that saves ten or £100 a year out of his income, gains the first perch to independence, and a further removal of himself and his family from a state of dependence and degradation.

When premiums and bounties are granted to encourage fisheries or manufactures, or preserve commercial interests, policy and the welfare of the community have strong claims to promote that laudable spirit of industry, frugality, and independence; which would tend to increase the happiness and comforts of society, lessen crimes and distresses, and in time to decrease many of those great parochial burthens which are oppressive to the rich and the poor.

It may be also stated that Friendly Societies are found beneficial in making a decent provision for sickness or for a man's family after his decease. Savings' Banks are not without their advantages; and by the adoption of both these plans, a man by his prudence creates a fund at all times for the common exigencies of life, and a more decent provision for his family.

Savings' Banks may also prove of the first importance in forming an early provident fund against the day of marriage, by laying up a store towards the maintenance of a family. This would decrease many of the evils that proceed from poverty and distress, which are frequently the causes and accompaniments of unhappy marriages, neglected educations, and increased poor-rates.

These hints have been suggested rather to shew the value and importance of Savings' Banks in a general and a political point of view, than that of entering into more minute and particular details.

Those who are desirous of forming and promoting Savings' Banks, will find ample resources in the reports of the Society for bettering the condition of the Poor, and in a valuable and excellent publication, entitled "The Annals of Banks for Savings."

A FRIEND TO HONEST INDUSTRY.

LONDON PROVIDENT INSTITUTION.

*To Sir Thomas Baring, Bart., President of the London
Provident Institution.*

London, 22d Feb. 1836.

MY DEAR SIR,

The circumstances that prevented my resignation of the situation of Chairman of the superintending Committee of this Institution, at the last and eighteenth general and annual meeting, induced me to wait for the next, about to be held on the 26th inst.

This delay has redoubled my wishes to resign it ; but at the same time with the gratification of witnessing another year's prosperity of this Institution, from its first establishment in 1816 to 1835. At my time of life it is my wish to enjoy that rest and repose which is so congenial to age with its approaching infirmities.

I congratulate you on the present state of this Institution ; and if we were to extend our views to a consolidated statement of the receipts, payments, and balances of all the Savings' Banks in the kingdom, from their first establishment, during the period of nineteen years, to the 20th of November, 1835, with the accumulated number of deposits, they would shew their importance and influence, and that they rank amongst the most powerful agents in the system of political economy, in promoting the welfare and happiness of society.

Savings' Banks may not be unaptly compared to the young sapling thriving in a kindly soil, until it becomes like the sturdy oak of a forest, whose branches give shelter and protection to all who seek it ; and it will be found that industry and temperance combined with economy will tend to promote the happiness, comforts, and morals of society.

I beg to conclude with stating some circumstances connected with this Institution, that may not be very generally known.

That the Society for bettering the condition of the Poor, about twenty years ago, first suggested the plan of establishing Savings' Banks within this metropolis : a meeting was convened, when many of its members, as well as myself, attended, when the plan was adopted, and the society gave the sum of fifty pounds each to this and to other societies towards their expenses.

This Savings' Bank repaid that sum, and a further private subscription, from some of its members. The prosperity of the Institution stands as stated in the report.

You were selected to be the first President, and I am happy to state that your name has long been enrolled as a member of the Society for bettering the condition of the Poor.

With great respect and regard

I remain,

Dear Sir,

Your most obedient servant,

(Signed) W. VAUGHAN.

LONDON PROVIDENT INSTITUTION.

At the general Annual Meeting, held on the 26th of February, 1836, Sir Thomas Baring, Bart. President, in the Chair.

A letter from William Vaughan, Esq. Vice-President of the Institution, and Chairman of the Superintending Committee, addressed to Sir Thomas Baring, Bart. and containing his resignation of the situation of Chairman of that Committee, having been read,

Resolved unanimously,

That this meeting desire to express their unfeigned regret that William Vaughan, Esq. should feel it necessary, in consequence of his advanced age and consequent increasing bodily infirmities, to retire from the situation of

Chairman of the Superintending Committee of the London Provident Institution.

That while this meeting tender to Mr. Vaughan their grateful acknowledgment of the eminent services rendered to the Institution through his indefatigable zeal, assiduity, and ability; they cannot forget, what must ever remain strongly impressed upon their minds, that he was the author of the Institution, over the government of which he has continued to extend his paternal and fostering care.

Under the influence of these feelings, this meeting desire to return their warmest and most cordial thanks to Mr. Vaughan; and to offer to him their best wishes that he may continue to enjoy many years of uninterrupted health and happiness; and their earnest hope that the reflection of his having by his philanthropic exertions largely contributed to promote the temporal welfare and moral condition of a numerous class of his fellow-subjects, may be to him a lasting source of enjoyment.

That the President be requested to communicate these sentiments to Mr. Vaughan.

Mr. Vaughan sent a copy of the Report to his friend Mr. Rogers, enclosed in the following letter:—

To Samuel Rogers, Esq.

1st April, 1836.

MY DEAR SIR,

I have the pleasure to send you, as an old friend, our last Report of the London Provident Institution, for the

nineteenth year, since its first establishment, up to November, 1835, which I trust will be a gratification to you.

I should be happy if we could have you amongst us.

I am,

DEAR SIR,

Yours truly,

W. VAUGHAN.

To William Vaughan, Esq.

1st April, 1836.

MY DEAR SIR,

A thousand thanks for your remembrance of an old friend, and a thousand more for your communication. There is no brighter page in Homer or Milton, and happy should I be if I could look back on such an achievement as yours. But the glory was in laying the first stone. Are you in want of funds?

Yours, ever,

S. ROGERS.

To Samuel Rogers, Esq.

Fenchurch-street,

4th April, 1836.

MY DEAR SIR,

Yours, of the 1st instant, has been forwarded to me. I received it with much pleasure and also for its kindness.

I leave to poets to chant their thousand thanks in Homeric verse, and content myself in agreeing with you, that letters from an old friend to an old friend are not without their value, as they bring recollections which tend to make age more happy and comfortable. Yours to me gave me double pleasure as it tendered funds unasked in case of need.

In behalf of the 20,908 proprietors of the London Provident Institution I return you their best thanks for your wishes; but they beg to decline your kind offer. They find, that under this Institution, with care, pence may soon be converted into pounds. I have to state that they feel independent in having a stake in the country they live in, and have been enabled to lend, with advantage to themselves, half a million of money to the state. They also find that industry, economy, and contentment go a great way in promoting their comfort and happiness.

Connected as this subject is with the good old Dr. Franklin's maxim, I have the pleasure to send you some of his Golden Rules exemplified in the enclosed little papers, which I hope will give you pleasure.

I am,

MY DEAR SIR,

Your sincere friend,

W. VAUGHAN.

To William Vaughan, Esq.

12th April, 1836.

MY DEAR SIR,

Many thanks for your last communication. Dr. F.'s excellent maxims (more precious than gold) are engraven on my heart, with many things of far less value.

I am,

Yours most truly,

SAMUEL ROGERS.

*To William Maltby, Esq. Honorary Librarian of the
London Institution.*

April 4th, 1836.

MY DEAR SIR,

As you sometimes dine tête-à-tête with poets and bishops, I hope you will favour an old friend with your company, tête-à-tête, though no poet or bishop. I dine at home on Saturday and alone. Bring with you your appetite and budget, and we will discuss the same, and for your dessert we will have Professor Raumer's Account of England.

With great regard,

I remain, DEAR SIR,

Yours, sincerely,

W. VAUGHAN.

To William Vaughan, Esq.

*London Institution,
April 4th, 1836.*

DEAR SIR,

I certainly sometimes dine with poets and bishops, but I can sincerely say that nothing delights me more than a tête-à-tête with an old friend, and I shall have great pleasure in waiting on you next Saturday.

Believe me,

Yours, very truly,

W. MALTBY.

USEFUL HINTS FOR THE LABOURER,

PUBLISHED BY

The Labourers' Friend Society.

POOR RICHARD'S ALMANACK EXEMPLIFIED.

Poor Richard's Almanack, written by Dr. Franklin, contains a volume of useful maxims for the conduct of men in every station of life, and should be hung up in every cottage.

It begins by stating we complain of the taxes by government; but we are taxed twice as much by our idleness, three times as much by our pride, and four times as much by our folly; but if we lessened some of these useless taxes on ourselves, we should feel little from the others; adding, God helps them that help themselves.

These excellent maxims have been fully exemplified by the history of two men, who had nearly the same prospects of success in life, but who, from *different habits*, would probably have come to different ends, if the kindness of the one had not saved the other from ruin and destruction.

John Smith was industrious, prudent, and saving; read his Bible, and paid a due respect to Sundays, and had got on in the world; and when he saw he could afford it, he took unto himself a wife, for economy, comfort, and happiness.

John Careless was naturally kind-hearted, with many good qualities, and had more readiness and activity of mind and body than *Smith*, but was more easily led astray into bad company; with a fondness for dress, and singing a good song, he soon raised himself to be the head of the club at the Red Lion.

He became dissipated; and neglecting his business, it soon forsook him; and, by way of consolation, he took to the use of ardent spirits, to drown his cares, and, as he used to say, to keep up his spirits and to warm his body.

The landlord of the Red Lion, finding *Careless* a useful decoy to bring customers, permitted him to run up a score, and a double one on a Sunday at the skittle-ground; but he took special good care to add another to it for *interest*.

The day of reckoning at last came, and the landlord threatened him if he did not pay off his debts.

Careless had become too indolent to work, and did not know what to do; but at last resolved to apply to his friend, *Smith*, to lend him *ten pounds*, although he did not know how or when he could repay the same.

Smith had a regard for *Careless*, whom he had known at the village day-school; and, wishing to save him from

ruin and destruction, resolved to make an experiment, and, induce him to *make a promise* which if he would punctually perform, he told *Careless* he would lend him twenty pounds on the following conditions:—

First, That he would promise to leave the club and the Red Lion ; compromise with the landlord by the payment of one half his score ; and lay out the remainder of the loan in clothing and tools, and he would find him in employment.

Next, That he should apply his weekly wages for food and raiment, and his savings from over-time should be honourably placed into a savings' bank to redeem his loan.

Third, That if he ever went to the club or to the Red Lion, he should, of himself, put double the amount of his score into the savings' bank ; but if ever he should get intoxicated, he should tax himself *trebly* ; and that he should hang up Poor Richard over his chimney. It should be left to his own honour to keep these regulations.

Careless was at first startled at these conditions ; but an event soon happened which induced him to make the promise.

The landlord pressed for payment. *Careless*, with all his failings, was unwilling to go to prison, and equally disinclined to associate with thieves and house-breakers, or to be transported or hung. He consented to make the promise, and having made it, he kept it.

Careless became sober, industrious, and saving ; and soon paid off his loan, and had five pounds in the savings' bank at interest.

As little habits, whether good or bad, often become greater, he soon found that the power of industry led to

independence, and that, whilst he was working, his very savings turned to gains, and that his deposits were at interest.

It gave a new turn to his mind and to his exertions. He entered his name as a member of a temperance society, and soon lost his cough and dismissed his doctor, which was a further saving. His health became restored; and he found that industry and clothing produced more food, warmth, and comfort, than all the ardent spirits at the Red Lion.

Careless called upon his friend *Smith*, to thank him for his loan, but still more for his friendly advice; but he had now still a *further want*, and wished to consult him about it. Seeing his friend *Smith* was well off in the world, comfortable and thriving, with a wife and children about him, he wished to follow his example, and take unto himself a wife, as he could now afford to maintain one.

That he had met with a young woman of good temper and prudent conduct, who he thought would make him happy, and whom he wished to make so; but he had determined, in his own mind, to keep the golden rule he had practised by *Smith's* advice—that of putting all his savings into the savings' bank, in the joint names of his wife and himself, as the surest mode of keeping from the Roaring Lion.

Careless married; became industrious and happy; and, by the prudent conduct of his wife, he brought up his children with good and virtuous habits. He became respected; and soon lost the character of *Jack Careless*, and became better known by the name of *Careful John*.

W. V.

No. 7.

Extract from the Address, delivered by His Royal Highness the Duke of Sussex to the Fellows of the Royal Society; dated 30th November, 1837.

[Continued from p. 37.]

After the Duke had stated that Her Majesty had signed her royal name as Patroness of the Royal Society, he goes on to say,

“ I now proceed to notice some of the more important
“ events connected with the administration of the Royal
“ Society during the last year.

“ One of the royal medals has been adjudged to Mr.
“ Whewell, for his valuable series of Researches on the
“ Tides, which have been published in our Transactions,
“ chiefly during the last three years. I must refer you,
“ Gentlemen, for a statement of the grounds upon which
“ this decision has been founded, to the more detailed
“ reports of the Council, which will be read to you by
“ your Secretary, Dr. Roget; but I gladly avail myself
“ of this opportunity of expressing my respect for the
“ great talents and varied attainments of the distinguished
“ philosopher, upon whom this mark of honour has been
“ conferred. If I regard him as occupied with the highest
“ and most important practical duties connected with our
“ system of academical education, and in providing and
“ arranging the materials by which it is conducted, or the
“ principles upon which it should be based, he will be
“ found in the foremost rank of those whose labours do

“ not deserve the less honour, because they commonly
“ absorb the entire time and attention of those who are
“ engaged in them; and thus close up the avenue to those
“ distinctions which are almost exclusively confined to
“ great discoveries in science, or to important productions
“ in literature. When I read his essays on the architec-
“ ture of the middle ages, on subjects of general litera-
“ ture, or on moral and metaphysical philosophy, exhibiting
“ powers of mind so various in their application and so
“ refined and cultivated in their character, I feel inclined
“ to forget the profound historian of science in the accom-
“ plished man of letters or the learned amateur of art;
“ but it is in his last and highest vocation, whilst tracing
“ the causes which have advanced or checked the progress
“ of the inductive sciences, from the first dawn of philo-
“ sophy in Greece to their development in the nineteenth
“ century; or in pointing out the marks of design of an All-
“ wise and All-powerful Providence in the greatest of
“ those works and operations of nature, which our senses
“ or our knowledge can comprehend or explain, that I
“ recognise the productions of one of those superior minds,
“ which are accustomed to exercise a powerful and lasting
“ influence upon the intellectual character and specula-
“ tions of the age in which they flourish.

“ It is now three years since the royal medal was ad-
“ judged to Mr. Lubbock for his *Researches on Tides*; and
“ the Council have availed themselves of the first oppor-
“ tunity which was presented, by the recurrence of the
“ cycle of the subjects which are successively entitled to
“ the royal medals, to make a similar award to his col-
“ league and fellow-labourer in this very interesting and
“ important series of investigation. It is not for me to

“ attempt to balance the relative claims and merits, in
“ connexion with this subject, of these two very eminent
“ philosophers; it is quite sufficient to remark, that the
“ first who ventured to approach this difficult and long
“ neglected inquiry was the first also who was selected for
“ honour; but I have long noticed, with equal pride and
“ satisfaction, the perfect harmony with which they have
“ carried on their co-ordinate labours, apparently indiffe-
“ rent to every object but the attainment of truth; and
“ altogether superior to those jealousies which too fre-
“ quently present themselves amongst rival and contem-
“ poraneous labourers in the same departments of science.

“ Those who have attended to the Tidal Researches of
“ Mr. Whewell, must be aware how much light has been
“ thrown upon the character and course of the phenomena
“ of the tides by the simultaneous observations, under his
“ instructions, which were made in the month of June,
“ 1834 and 1835, at nearly five hundred stations of the
“ Coast Guard Service in Great Britain and Ireland; and
“ simultaneously with the latter also at more than one
“ hundred stations in America, Spain, Portugal, France,
“ Belgium, Holland, Denmark, and Norway. These ob-
“ servations were undertaken by the authority and through
“ the influence of the Government of this country, which
“ likewise most promptly and liberally furnished the re-
“ quisite funds and assistance for reducing the Observations
“ in such a manner as was requisite for deducing general
“ conclusions from them; a labour much too extensive and
“ costly to be undertaken by any single individual.

“ I gladly seize this opportunity of bearing testimony,
“ occupying as I do the highest scientific station in this
“ country, to the readiness which the Lords of the Trea-

“ sury and the Admiralty have shown on this and on
“ every other occasion to forward scientific inquiries, and
“ particularly such as are connected with the advancement
“ of astronomy and navigation. They have granted funds
“ for reducing and publishing the Planetary Observations
“ at Greenwich, the valuable and extensive series of Ob-
“ servations of the late Mr. Groombridge, for repeating,
“ on an adequate scale, the very important experiments of
“ Mr. Cavendish, and for many other subjects of great
“ scientific interest and value; and I feel satisfied that
“ every application for assistance towards the accomplish-
“ ment of any important object in science, will receive
“ from them the most willing attention and support, if it
“ comes before them with the recommendation and autho-
“ rity of those persons who are most competent to judge
“ of its usefulness or necessity, and in such a form as
“ may justify them in appealing to Parliament for its
“ sanction of the requisite expenditure. I rejoice, Gen-
“ tlemen, in such manifestations of the sympathy of the
“ Government of this great country for the progress of
“ science; and I trust that its influence will be felt in
“ the cordial union and co-operation of philosophers in
“ planning and in executing those great systems of Ob-
“ servations, whether simultaneous or not, which are still
“ requisite to fill up some of those blank spaces which
“ occupy so large a portion in the map of human know-
“ ledge.”

It may be here stated, that this country has ever been desirous to encourage a mutual exchange of knowledge with other countries in objects of science.

The friends of Professor Bowditch being desirous that

he should be made an Honorary Member of the Royal Society, I communicated the testimonials which had been transmitted to me, to Sir Joseph Banks, the late President. He was pleased to state, that he thought that Professor Bowditch would be a very proper person for the honour; and after taking down, at his request, the form of the certificate required, he stated that he would sign it himself, and get some of the Council to do the same; he then returned it to me for my signature. Mr. Bowditch was duly elected, and I afterwards took similar measures to procure his election as an Honorary Member of the Royal Societies of Edinburgh and Dublin with success.*

The Commissioners of the Public Records have been pleased, with great liberality, to present sets of their Reports to some of the public bodies and institutions of different States of the United States.

* I regret to state that society has met with a great loss in the death of Professor Bowditch, at Boston, aged 65 years; and having early obtained an interesting Memoir of his Life, delivered by the Rev. Alexander Young, an Eulogium by Judge White, and a Memoir by Mr. Pickering, on the occasion of his death, in March, 1838, I transmitted the same to the Council of the Royal Society.

It may be further stated that the family of Dr. Bowditch has appropriated his valuable library to the use of the public. It contains a large collection of philosophical and scientific works. The family has likewise given up the use of the apartments for it in the house in which they lived at Boston, to favour those objects; and it is hoped that those Societies in Europe, which have presented him with their Transactions, will be induced to continue them to the Bowditch Library.

The Duke of Sussex, in his Address to the Royal Society, on the 30th November, 1838, paid a high tribute to the talents and acquirements of this distinguished philosopher.

It is owing to the zeal and activity of my brother, John Vaughan, Esq., of Philadelphia, well known and much respected, and Treasurer of the American Philosophical Society, that I have been enabled to negotiate exchanges or presents of the Philosophical Transactions of the Royal and other Societies in this country and on the continent, with the American and other societies and literary men of America, which has tended to strengthen the union of science and good feeling between the two countries.

It may be interesting to my friends to state here that my youngest brother, the late Samuel Vaughan, Esq., of Jamaica, of which island he was many years a resident, was for some time Member of the Assembly, and for a number of years an Assistant Judge of the Grand Court and Custos Rotulorum of the Parish of St James. During the period of his holding these offices, and, indeed, while he resided in the island, he, both publicly and privately, exerted himself for the gradual amelioration of the negro population, and not without a beneficial effect. He also wrote some interesting, able, and conciliatory papers "in defence of the Colonies," rebutting and refuting many of the aspersions and calumnies thrown out against them. He died in that island in 1827, much respected and regretted.

Whilst John W. Lubbock, Esq. and Professor Whewell were communicating their discoveries and observations on tides, Professor Hassler, with whom I had been long acquainted, transmitted to me some copies of observations which he had made on the tides and coasts of America, by order of the American Government, and with it a report upon weights and measures, which I distributed to the Royal Society and other bodies and scientific persons. I

obtained a complete set of all his reports, and I transmitted them to Captain Beaufort, Hydrographer to the Admiralty, at his request. He received them with pleasure, and wrote a letter himself to Professor Hassler, which I forwarded. Mr. Hassler transmitted a copy of the same to the American Navy Board at Washington; it was published in the American Globe, a Government paper, and afterwards in the John Bull of the 28th of January, 1838; and I with pleasure give a copy of it, as follows:—

Admiralty, 6th July, 1837.

“DEAR SIR,

“I have to acknowledge, with many thanks, the receipt
“of your very valuable work on Weights and Measures,
“and also of your correspondence on the Coast Survey.

“The Lords of the Admiralty have commanded me to
“thank you on their part also; and their Lordships, the
“public, and all the men of science in the country
“heartily join with me, in the earnest wish that the preliminary correspondence will have so completely cleared
“away all official difficulties, that you will be now able to
“advance with rapid strides that great and laborious, but
“unspeakably important enterprise which the Government
“of the United States have so judiciously confided to
“your management.

“That the Government may now effectually support
“your efforts, and that your health may be equal to the
“various and constant demands upon it, are the sincere
“wishes of,

“Yours, faithfully,
(Signed) “F. BEAUFORT.”

MISSIONARY SOCIETIES.

[Continued from p. 66,]

In closing the hints and sketches on various subjects in the preceding pages, it may not be uninteresting to take a summary view of what England was in former ages, compared with what it is in its present state. England at one period, as well as Europe, was almost uncultivated and uncivilized, and they have required centuries to make them what they are. They have had their convulsions, wars, revolutions, and reformatations ; and have been under feudal and other systems.

Civilization and liberty had been for ages little understood, and may be compared to wild plants that require the hand of cultivation. England was amongst the first countries that began to improve ; and among other causes, it was to Alfred that we were indebted for Trial by Jury, which secured rights and property, and formed one of the great pillars of our constitution.

The introduction of Christianity also caused a great revolution and improvement in our morals, customs, and habits. The BIBLE is now to be found in all churches, schools, and seminaries, and generally in all families. It inculcated moral and religious habits, and promoted the objects of civilization and the best rules for our conduct in life. It has taught us contentment, and is our best consolation in times of distress, age and infirmity, and holds out brighter prospects in a future state. In England, attention is generally paid to an early education in all classes of society, and to the encouragement of public and private virtue throughout the country.

There have been few countries that have taken so deep

an interest in the printing, translating and circulating the Bible and New Testament to all parts of the globe as England. By means of the New England Corporation for the civilization and conversion of the Indians in North America, founded in 1661;* the Society for promoting Christian Knowledge, founded in 1698, and the Society for the propagation of the Gospel in Foreign Parts, founded in 1701; the Moravian Society; the British and Foreign Bible Society, and by Missionary Societies of all denominations; the BIBLE has been translated by them into very many languages, and distributed extensively; particularly in the East Indies and amongst the many clusters of Islands in the South Seas, as well as in New Holland, Van Diemen's Land, China, America, Athens, Arabia, Africa, &c., many of them having printing-presses; and in Ireland the circulation of the Bible is becoming more extensive.

It will be found by experience, that giving Missionaries the best education, with a knowledge of the language, manners and customs of the countries they visit, will with the aid of artizans, and a knowledge of medicine, best promote the objects in view; and that Missionaries with wives and children will be found calculated greatly to promote civilization in the world. All these Societies expend on these objects about £500,000 per annum; to which may be added £50,000 per annum expended by similar Societies in America for sending Missionaries to Africa, Persia, China, Greece, Arabia, and other countries

* The celebrated Robert Boyle was the first Governor of this Corporation, and was equally zealous for the promotion of Christianity in different parts of the world.

in the East, and to the back parts of the United States, with Missionary printing-presses, &c.

The reign of George III. is another important event in the history of this country. Amongst many of the advantages in this reign have been voyages for discovery and science, and we are now beginning to reap their happy results. And the Islands in the South Seas, Australia, Van Diemen's Land, and others, are rising in population, civilization, and commerce; and if the discovery of America has produced great events, similar results will, it is hoped, be produced by the discovery and settlements of the Islands in the Southern Hemisphere and New South Wales. Almost all the islands have been visited by navigators, whalers, and Missionaries. The Americans are carrying on an extensive trade in this hemisphere, and there is no knowing how great may be the result of things in these quarters within the next century. Sydney, in New South Wales, which was first made a refuge for convicts, is now becoming a seat of commerce, emigration, civilization and education; and Van Diemen's Land and other parts of Australia are now rising into importance.

If England thought it good policy to transport its convicts to New South Wales, which operation has been partly increased by the mitigated punishment of transportation instead of death; it will on the other hand be found that many convicts have carried with them their idle and vicious habits, and require the strong hand of power to govern them, as well as religious and moral instruction to humanize and reform them. They form the worst class of persons for colonization, and many of them have taken up a system of piracy, which is fast gaining ground in

Australasia and Polynesia. But it is hoped, that from the great extent of the emigration of free settlers, with their wives and children, and from the recent determination of Government, to discontinue the transportation of convicts to those countries as soon as possible, and an extension of schools, that the religious and moral state of society will soon be greatly improved in that quarter of the world.

No. 8.

RUSSIAN CORRESPONDENCE.

[Continued from p. 41.]

*From the Rev. James Smirnov, Chaplain of the Russian
Legation, &c. &c. to William Vaughan, Esq. London.*

December 1st, 1802.

SIR,

Some time after I had the honour to visit the West-India Docks and to dine with you last year, having observed the great wish which you had expressed to procure plans of some of the Russian Canals, I wrote to his Excellency Admiral Mordwinoff, Vice-President of the Imperial Admiralty, respecting your desire; and his Excellency having mentioned it to the Emperor, his Imperial Majesty was pleased to order that a Plan of the Canal at Cronstadt, and also an hydraulic Map of Russia, expressing all the Canals which are already executed, and all those which are only projected or intended for execution, should be transmitted to you.*

* This hydrographic map is in a mahogany case, with the following inscription:—

Hydrographical map of Russia and the Docks at Cronstadt,

Presented by

HIS IMPERIAL MAJESTY ALEXANDER THE FIRST

TO WILLIAM VAUGHAN, ESQ.

1802.

At the foot of the map is attached the correspondence, with explanations of the Russian characters in English.

Having lately received them from his Excellency Admiral Mordwinoff, I take the liberty herewith to transmit them to you; and I feel myself extremely happy, Sir, to have had it in my power to do an agreeable thing to a person of so distinguished merit, and who has employed so much zeal and talent for the good of commerce and the public welfare.

I have the honour to be, with great regard,

SIR,

Your most obedient humble servant,

JAMES SMIRNOVE.

THE ANSWER.

London, February 3d, 1803.

DEAR SIR,

The loss of my father, and an attention to family concerns, prevented my returning you my thanks as soon as I could have wished for your great readiness in promoting my wishes in procuring the Plans of the Canals of Russia; I feel myself not only greatly indebted to your kindness, but much honoured by the gracious manner with which the Plans of the Canal at Cronstadt and the Hydraulic Map of Russia, denoting the Canals of that country made, executing, and in contemplation, have been conveyed to me through you by his Excellency Admiral Mordwinoff, Vice-President of the Imperial Admiralty, at the command of his Imperial Majesty of all the Russias.

I beg you will convey, through his Excellency, my most respectful thanks and acknowledgements to his Im-

perial Majesty for the same, with the assurance that I esteem them as being a valuable acquisition to the collection of documents on Canals and Docks, which I have been making for some years, in order to accomplish objects I have had much at heart; and you will much oblige me by requesting the Emperor and his Excellency to honour me by their acceptance of some Tracts favourable to the formation of Docks and of a Free-Trade.

The plan for forming Canals in Russia, and of uniting by them its great rivers with its great outlets, is truly princely and worthy the adoption of a great nation. Friendly to internal improvement, I have always viewed with pleasure the growing objects that promoted them, from their happy tendency to call forth into activity that industry which contributes by pacific means to the comforts and happiness of society; and nothing tends perhaps so much to change the face of a country, or the manners of its people, as the effects produced by canals, good roads, and railways, which so greatly facilitate the means of supplying the wants they create. I hope as all countries advance in countenancing national industry, and as their external wants increase, commerce may cement their union by a pacific system that may prove happy and beneficial to them all.

With the sincere wish that England and Russia may ever retain such an intercourse, I beg to subscribe myself, with great regard,

DEAR SIR,
Your most obedient humble servant,
WM. VAUGHAN.

*From Vice-Admiral Chichagoff, Vice-President of the
Imperial Admiralty, to William Vaughan, Esq. London.*

St. Petersburg,

October 30th, 1803.

SIR,

Having laid before his Imperial Majesty the Books and Plans which you sent of the London-Docks, I have the honour to acquaint you with his Majesty's gracious reception and approbation of them; as a testimony of which, his Majesty has been pleased to send you a diamond ring, which you will receive with this letter from the Reverend James Smirnov. It is with particular pleasure that I communicate it to you, and I have the honour to remain,

SIR,

Your most obedient humble servant,

P. CHICHAGOFF.

THE ANSWER.

London,

December, 17th, 1803.

SIR,

I have been honoured with your Excellency's letter of the 30th October, informing me that his Imperial Majesty the Emperor of All the Russias has been pleased to accept of my collection of Tracts upon Docks and Free-Trade; and that he had also graciously condescended to notice my endeavours on these subjects by directing an elegant

diamond ring to be presented to me, which I have received through the Rev. Mr. Smirnove.

I beg you will lay before his Imperial Majesty my most grateful acknowledgments, for this distinguished mark of his approbation of the exertions of a private individual in a foreign country, for the promotion of objects of general utility; and I am persuaded that I am indebted for his Majesty's notice and kindness for the Maps of the Canals of Russia and Crondstadt, and for this fresh instance of his condescension, to the liberality of his own princely spirit, and to his feeling so lively an interest in what tends to promote the happiness and welfare of society.

If I should be induced to think more favourably of my labours than I have done, it will be from the public having sanctioned the Plans by their adoption, and from their having attracted the notice of the enlightened Sovereign of a Great Empire. Permit me to return you my sincere acknowledgements for the handsome manner in which you have conveyed his Majesty's pleasure.

I am, with great respect,

SIR,

Your Excellency's most obliged
and obedient humble servant,

WM. VAUGHAN.

His Excellency,

Vice-Admiral Chichagoff,

§c. §c. §c.

St. Petersburg.

THE END.

ERRATA.

Page 29, line 10, read an Entrance at Shadwell instead of a Cut at Bell Dock.

Page 39, line 16, read Captain Walton instead of Mr. Pearce.

COLLECTION OF TRACTS

ON

WET DOCKS

FOR THE

PORT OF LONDON;

WITH

HINTS

ON

TRADE AND COMMERCE,

AND ON

FREE PORTS.

INDEX OF TRACTS.

1. On Wet Docks, Quays, and Warehouses for the Port
of London, with Hints respecting Trade 1793
2. Plan of the London Docks, with some Observations
respecting the River, immediately connected with
Docks in general and the Improvements of Navigation 1794
3. Letter to a Friend on Commerce, Free Ports, and
London Docks 1795
4. Examination of W. Vaughan, Esq. in a Committee of
the House of Commons on the Trade of the Port of
London, 22d April..... 1796
5. Reasons in favour of the London Docks, printed in 1795
and 1796, and now reprinted with some alterations in 1797
6. Answers to objections against the London Docks..... 1796
7. Resolutions of a General Meeting of Subscribers to the
London Docks 1796
8. Comparative Statement of Docks in Wapping and the
Isle of Dogs 1799

PLATES.

1. Plan of the London Docks in Wapping, with a Cut to
Coal-Stairs, Shadwell, as proposed in 1794
2. Plan of the London Docks in Wapping, with a Cut to
Blackwall, as proposed in 1796
3. Section of the River, Locks, Basins, and Docks in
Wapping at Spring and at Neap Tides 1796

N.B.—The Plan, No. 1, differs a little, in form of the Dock A and C, from the plan as stated in Mr. Powsey's Plan, 1794.

N.B.—As only a few copies of some of the minor Tracts relating to the Docks now remain on hand, and as the Docks have been long since completed, it has not been deemed expedient to reprint them.

ON
W E T D O C K S,
Q U A Y S,

AND
WAREHOUSES,

FOR THE
PORT OF LONDON;

WITH
H I N T S
RESPECTING TRADE.

PART I.

L O N D O N.

1793.

C O N T E N T S.

Page.

- 1 *General Hints, &c.*
 - 4 *The Plan for Wet Docks for loaded Ships.*
 - 7 *General Advantages.*
 - 8 *Necessity of an Extension of the Legal Quays.*
 - 12 *Opponents, Claimants, and Compensation.*
 - 12 ——— *Customs and Excise.*
 - 14 ——— *City of London.*
 - 16 ——— *Wharfingers, Landlords, &c.*
 - 17 ——— *Compensations.*
 - 18 *Funds for making Docks, &c.*
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18 GENERAL OBSERVATIONS AND HINTS ON THE EXTENSION OF COMMERCE.

A P P E N D I X.

- 21 *Statements of the Commerce of London and England.*
- 22 ——— *Revenue.*
- 23 ——— *Shipping.*
- 24 ——— *West-India Trade.*
- 25 ——— *Combinations.*
- 27 ——— *Ships and Dock Duties at Liverpool.*

PREFACE.

P R E F A C E.

THE following observations were drawn up for private communications, but for convenience, some copies have been printed, to circulate in private channels where they may be thought useful. The object has been to remove prejudices, to quiet claimants, and to unite great leading and commercial interests in an application to Parliament for the creation of Docks, as one of the best securities and encouragements to our commerce, and prosperity to our country.

The growing distresses in the port of London require some remedy, and there never was a better opportunity than the present, for mercantile and city interests to join in an application. If private meetings were formed to propose and digest plans, and also to influence leading interests in favour of them, government would not be adverse to improvements, and their sanction would lessen opposition.

The proposed schemes are submitted with deference, and will be found, perhaps, on the whole, to unite the greatest number of benefits with the fewest inconveniences, and, finally, with the least expense. If otherwise, it is hoped that the neces-

P R E F A C E.

sities of the times will give birth to a more useful and a more successful plan, and one that will be adequate to our growing and our present wants. It should, however, be observed, that no scheme on this subject can be good, that does not comprehend *new quays as well as new warehouses*. Any map of London will shew the *small extent* of legal quays from London-Bridge to the Tower, the *little* that can be *added* to them; and also the advantages of the proposed docks, from their great vicinity to the seat of commerce.

It may be here remarked, that no predilection, whether arising from interest or favour, is entertained for any specific plan; it being intended as much as possible to convey general principles applicable to *any plan*, and to shew that necessity calls for some change, and that it cannot take place too soon.

The tables in the Appendix, notes, &c. have been formed from public documents, or from respectable private channels. The accuracy of the informations of the latter cannot be questioned, and to them many acknowledgements are due.

London, Dec. 14, 1793.

GENERAL

GENERAL HINTS, &c.

THE situation of London is inland, and convenient to internal intercourse. The navigation of the Thames is extensive, and affords a safe and commodious harbour, or floating-tide-dock, for shipping, for some miles. Formerly, it only needed small craft to load or discharge the ships that frequented the port; but London has now far outgrown its accommodations, and, with an external commerce, infinitely greater than it had at the great fire in 1666, (having perhaps near three-fifths of the trade of the whole kingdom,) it possesses only the same legal quays which it did in Charles the Second's time. They cannot be estimated at more than *fourteen hundred feet*, or little more than one quarter of a mile on one side the Thames, *beginning at London-Bridge and ending at the Tower*; while the city of Bristol commands more than *four thousand feet*, or four-fifths of a mile, on the rivers Avon and Frome, though with a trade beyond all comparison inferior.

All agree that the legal quays are too small; and the very remedies and indulgencies that have been applied from time to time, of shipping and landing certain goods at other than the legal quays by sufferances, (satisfying the officer for extra-duty,) are the strongest proofs of the existence of the evil. Perhaps near three-fourths of our imports and exports, as to *bulk*, are managed by water, or sufferance-wharfs, and not at the legal quays. The utility and necessity of sufferance-wharfs, have been tried and ad-

mitted, without detriment to commerce, revenue, and the legal quays. These remedies, extensive and habitual as they have become to many, if not to almost all, of our most bulky articles of commerce, are not however at present adequate to our wants.

While other branches of commerce have met with some or with general relief, by an extension of wharfs, the WEST-INDIA trade has been for years labouring under the severest burthens from delays, charges, losses, and plunderage. Except the article of woods, that trade, notwithstanding its great increase, has continued for about 130 years in the same track. It is therefore necessary from increased imports, and the growing impediments to commerce in all its branches, to apply some remedy; and none can be more effectual than the creation of Docks and QUAYS, with an extension of warehouses.*

LIVERPOOL owes every thing to its docks and spirit of enterprize. Its town and corporation have not only entered into them with great spirit and success; but they have been laying out large sums in improvements in streets and buildings. In 1792, there were no less than 4,480 ships which entered into their docks, producing a dock-revenue of £13,243 : 17 : 8, their ships meeting with immediate dispatch in outfit, loading, and discharge.†

HULL is also much indebted to its dock, commanding an extensive commerce. Ships in the river pay, as well as

* See Appendix D. for the state of this valuable trade.

† The dimensions of these Docks, besides three Dry and five Graving Docks, are

	Long.		Broad.		Size of Dock-Gates.	
	in Yds	in Feet	in Yds	in Feet	Clear Width	Depth
George's Dock.....	246	738	100	300	38 3	26 2
King's Dock‡.....	272	816	95	285	42	26
Queen's Dock.....	280	840	120	360	42	27
Old Dock.....	191	585	85	255	33	25 3
Salt-House-Dock.....	213	665	102	306	34	
Duke of Bridgewater's Dock....					41	26

§ On an average.

‡ A plan is at this time before the Dock-Committee for altering and enlarging the present docks and for erecting additional new ones. It is proposed to increase the width of the King's and George's Dock to the width of 120 yards at least. The King's Dock will hold ninety vessels of 200 and 400 tons, and will accommodate twenty-eight to load and unload at the same time. The other docks are in proportion. In the Appendix E. there is an account of the number of ships and dock-revenues from 1753 to 1798.

those

those in the dock.* It is at this moment under consideration, even to erect *two* further docks, and to communicate them with the river Humber.

BRISTOL has a small dock; but, in general, its shipping frequent the river, and lie dry every ebb-tide: to avoid which, it has been some time in contemplation to make the whole river Avon a perpetual wet dock.

GLOUCESTER is now making a large navigable canal from thence to the river Severn, for ships of three hundred tons burthen. The distance is about twenty miles, the breadth about seventy feet, and the depth about eighteen feet and a half.

HAVRE DE GRACE possesses several large wet docks, on very extensive scales.† They are now making one or two more in the same magnificent style, that may each contain 160 or 170 ships a time.

OSTEND forms a bad harbour, but possesses a large noble wet bason: it is capable of holding a great number of ships at a time.

CHERBOURG is also another instance of great public exertions for public utility, in order to make a safe and commodious harbour for the largest ships, and even fleets.

LONDON, though the first city for commerce, and possessing within itself the most powerful internal means of supporting docks on the most extensive plans, has been the last, except in the case of two spirited individuals, to try the experiment.‡ With the example and experience of other cities and countries, London is capable, from situation, to take the lead in docks, with as much distinction and pre-eminence, as she does in the extent of her commerce. Situations are to be found on the river, capable

* Hull-Dock contains 48,188 square yards, or nearly ten acres of ground. It is about 480 yards, or 1440 feet long, and 88 yards or 264 feet broad, and has accommodated 130 sail of such vessels as frequent the port.

† The exact dimensions of these docks that are completed cannot at this moment be given with great accuracy; but they may be about the following sizes:

The *Old Dock*, about 650 feet long, 160 broad, contains about forty ships, or perhaps fifty sail, if freed from small craft.

The *New Bason*, 1900 to 2000 feet long, 300 feet broad, holding about 160 good-sized vessels at a time. The depth of water at neap-tides is about fourteen feet: at spring-tides, twenty feet and upwards.

‡ Mr. Perry's Dock, at Blackwall, and Mr. Wells's Dock, at Greenland-Dock; the one standing on about twelve acres of ground, the other on about eight acres, and they can each contain a great many ships.

of making *Wet Docks* of any size, for loaded and for light ships. In the point of choice, those should be preferred which would in the first instance unite the most immediate benefits, and lessen the opposition of interests and of prejudices. Experiment will confirm the utility of them; and, when one has once been made, others in time will follow. Difficulties will present themselves to every scheme, but no inconvenience can be against any so strong, as the great burthen and disadvantage which the Commerce of London sustains from the want of an extension of quays and wet docks. It is sincerely to be wished, that contending interests in favour of particular spots may not cause a miscarriage in the first outset, but join to put the system in motion, as the growing commerce of London will be found capable of adopting all of them.

THE PLAN FOR WET DOCKS FOR LARGE SHIPS.

THERE is a large plot of ground, which, from the lowness of its situation, and its vicinity to the river and to the seat of commerce and consumption, is capable of forming one or several large wet docks, with wharfs, warehouses, and accommodations, on the most extensive scale, for the reception of vessels of three hundred and four hundred tons, to discharge their cargoes with safety and dispatch, without the aid of lighters and craft.

Its situation is in a hollow way, between Radcliff-Highway and Wapping. It extends, in length, from about Nightingale-lane to New Gravel-lane; the distance being perhaps about 1045 yards, or 3130 feet; and, in breadth, from Pennington-lane to about Green-Bank in Wapping, being about 583 yards, or 1600 feet. The space contained in it is not greatly inferior to the total extent of the docks at Liverpool.

If embankments and houses did not prevent it, this spot at present would be overflowed by the tide. It is mostly an uncultivated waste, and much of the rest is laid out in garden and gardeners' grounds; being intersected with but few straggling buildings; all of them small, some new, but mostly old, bad in condition and fame, and of little value.

There is there already a *vacant space unoccupied* by any buildings, large enough for an extensive dock and warehouses large dimensions, upon pulling down a few straggling

gling houses; and, if there was due encouragement, by the removal of a few inferior streets that are intersected with gardens and with rope-walks, there would be room for several docks of large dimensions, with every accommodation for wharfs and warehouses, &c. and be capable of being insulated by walls and surrounded by roads, and the *whole tending towards* the city.

The *depth of water* in the adjoining part of the river is equal to ships of any burthen that pass Deptford. If necessary, however, a small projection might be made on the banks of the river (which are always dry at low water). This projection would not intercept the navigation of the river, which is generally limited to mid-channel; and within this projection a passage might be dug, leading from the river to the docks. Bell-Dock, and places adjacent, would afford considerable depth of water for the passage; and (except by cutting through Wapping-street at right angles) Wapping would only be disturbed by the sacrifice of a few small and retired houses.

Perhaps another entrance might be practicable at no great expense into the Thames from Blackwall, through the Isle of Dogs. It would save a long and troublesome navigation round the Isle of Dogs, which is now accompanied with delays from wind and tides. It would also avoid the Pool, and leave the river freer for navigation and mooring; lessen accidents, save the expense of chains, the wear and tear of anchors and cables, and prevent robberies from river-pirates. This cut might be so made, as even to aid the navigation of those ships that intend to moor in the river.

Docks and Warehouses might be extended according to wants and funds. Particular lines of commerce might be kept as much as possible together; and warehouses and vaults might also, for convenience and safety, be subdivided for the reception of bonded commodities, &c. under the same regulations as at present.

Large and commodious docks and warehouses might be further made also at the *Hermitage* and at *St. Catharine's*, having communications with the Wet Dock and with the river. The lands lie low, having every accommodation for quays, warehouses, and cranes, on an extensive scale; and are equally capable of insulation to prevent fires and plunder. In these two districts, also, are many waste spots, gardens, and squares; the whole, comparatively speaking, having but a very few intervening houses, or small streets and courts,
and

and those mostly bad in fame and condition, and of little value. There are already there two inlets from the river. At spring-tides, ships of any size might be made to enter through at St. Catharine's and at the Hermitage; and at neap-tides it would be open for the reception of vessels and craft of 100 and 150 tons.*

As the East-India Company has warehouses of their own in different parts of London, and only want cranes and quays to land and to ship, permission might be granted them to build wharfs, within a circuit of walling, subject to the same management and control as at present. As the Company cart away and warehouse their goods at their own premises under the lock of customs and excise, and never pay duties but on delivery of their goods, after their public sales, such a measure would give great relief to the legal quays. The Company took up, in 1792, forty-three ships of above 37,500 tonnage; and, in consequence of the renewal of their charter, are extending their commerce: they have already taken up forty-four ships of 39,527 tonnage for 1793, and more are expected to be engaged.

THERE are *two other plans* for docks, which are in themselves respectable, and are accompanied with many *natural advantages* for the immediate reception of ships, and the discharge of their cargoes, viz. the Isle of Dogs and Rotherhithe; but they are subject to some difficulties on account of distance, risk, expenses and delay of *after-cartage and river-navigation*; and these are independent of powerful opposing interests. Either or both these spots might be made the receptacle for colliers, timber-ships, whalers, and light vessels, &c. The three first might discharge their cargoes with no other expense than dock-duties, without waiting for craft, and without the necessity of warehouses, or at least of expensive ones. —These docks would also give to London a constant and steady supply of coal, and lessen the necessity of *store-craft*, which so frequently impede and interrupt the navigation of the river, both above and below bridge. They would also ease the pool of a perpetual fleet of colliers, and leave the river freer for navigation and mooring. The annual

* These two spots are already made use of as warehouses and sufferance-wharfs, for the reception of a considerable portion of the trade of London. They are nearer to the Tower than some of the legal quays are to the Custom-house and Tower.

importation of coal to London is about 800,000 chaldrons, forming about 9,500 cargoes.

A SUMMARY OF THE GENERAL ADVANTAGES.

THESE docks would treble the present dispatch given at the legal quays, and all the conveniences flowing from thence.

They would be central to the city, to the customs, to the excise; to merchants, tradesman, brokers, and coopers; also to inspection, sale, delivery, and consumption; they would not disturb the present seat of commerce as to residences and employments dependent upon shipping; or the situation of manufactures established near the landing of those merchandizes that are large and bulky; such as rope-walks and sugar-houses, lying on the east side of London, which compose more than one-half of those houses in London.

If the docks were insulated with walls, and under regulations, they would give convenience and security to property; control and convenience to the revenue and its officers, owing to their compactness; and they would at once strike at the root of all those illicit practices which plunder the proprietor and defraud the revenue; and also greatly check those receiving-houses and cellars up and down the river, which form so great a part of our river-plunderage.

They would give room and dispatch for the coasting-traders, and also invite coasters to frequent the London, or north, side of the river; and, as commerce increased, coasters would multiply. The docks would also but little derange the internal intercourse of the traffic of London, Westminster, or Southwark, or the land-carriage into the country. In many cases, the town-cartage would be even nearer than at present, and the increase of it to distant parts, would scarcely, on an average, increase the rate above six-pence or a shilling per load.

They would be near the seat of commerce and business; and, as such, would rather have a tendency to combine leading interests to favour these improvements than to oppose them.

The spots *first-mentioned* for docks are inland and healthy, and free from the fogs and exhalations of the river. They

are surrounded by habitations, where fires would add dryness to the atmosphere, and in some measure lessen the humidity accompanying colder and damper situations. Exclusive of health, damp situations also greatly influence the appearance, value, and condition of several species of merchandize, and particularly those that easily dissolve; a loss which cannot be estimated; but which is so great, as to be inconceivable to persons unexperienced in the fact.

From ships and craft moving only with the ebbing and flowing of the tide, one half of the *working-hours* on the river are in a manner lost; and night-tides are frequently useless for this purpose. From the loss of time during daylight, craft, when in the act of transit, are either thrown greatly into the time of the night-tides, or cause delays at night at the quays, as landing of goods can only happen at legal hours. Those who are the best-informed about the river-commerce, know how much dark nights favour dark deeds.

As no lights would be permitted in the docks or surrounding warehouses, fewer fires would happen there than on each side the river; where fires at times have spread at low water, from warehouses to ships, and from ships to warehouses, or to other ships. These losses by fire, upon and along the river, are annually to a very great extent. Insurances of craft, and of merchandizes from the ship to the quay, are also expensive, from the risk being great from accidents and losses.

These docks and warehouses would create a fair competition with the legal quays, destroy combinations, lessen rents and charges, and all those evils consequent to limited situations.

THE NECESSITY OF AN EXTENSION OF THE LEGAL QUAYS AND WAREHOUSES.

THE want of room at the legal quays creates delays and expenses to shipping: lighters are also frequently detained at the quays during a month or six weeks, *before* they are discharged.

Accidents and losses frequently happen to ships, craft, and merchandizes, from these delays; and property is thus lost without recompense to the sufferer, and with detriment to the revenue. In case of losses, contests also frequently arise about the payment of duties.

Merchan-

Merchandize also frequently meets with greater waste and plunder on-board of ships, and in the craft, and until housed, than is occasioned by the whole voyage. It is further subjected to all kinds of weather and damage. Lighters should be made close, as formerly, to guard against weather and plunderage.

Wars increase these impediments, by throwing commerce into fleets, which crowd the river so much, as not only to clash with each other, as to landing and markets, but to occasion additional delays, accidents, and losses.

As seamen and landsmen become impressed, hands grow scarce, ships lose their petty officers, confidence lessens, and wages advance. Cargoes cannot be delivered, but with delay, by a gang of lumpers, at 3s. 6d. per day; though frequently fed, they always plunder. In peace, the labour of a seaman, or common man, would be 1s. 6d. and 2s. per day.

SEIZURES frequently arise from delays, though the merchandize has been duly entered, and duties in part paid; as the merchandize, for want of room on the quays, cannot be landed within the time limited by law, which for wines is twenty-one days, and for rums, coffee, &c. thirty days; while ships, from the pressure of the times, cannot discharge their cargoes in two months, and many cannot within three months.*

There is a general complaint of the decrease of lighters on the river. The *coal-barges* are now made for that trade alone, and form floating-warehouses; and the barges of the Company of Wharfingers are wearing out, and not to be replaced. Wharfingers are declining lighterage, and lighters are falling into a few hands, and these can at any time, as at present, create a combination. There are but few lighter-builders on the river, and the craft fit for the sugar-trade are very limited.†

Combinations or disagreements § between wharfingers and lightermen, landwaiters and merchants, are equally productive of delays and losses. A late contest in 1791, about post-entries, occasioned 1500 hhds of sugar to blockade the legal quays for a month or six weeks.

* Above five thousand puncheons of rum were in this situation, and liable too seizure, if Government had not granted the indulgence that was necessary.

† From the growing scarcity of timber, it is incumbent to preserve it as much as possible for building ships for our external commerce.

§ Vide Appendix E. page 20.

If the legal quays are *inadequate*; their WAREHOUSES connected with them are far more so, as they can accommodate only about 32,000 hhds of sugar at a time; and there are not in London spare ranges of public warehouses adequate to the annual importation of sugar alone, at such a period as this; the annual quantity being from 100 to 120,000 hhds arriving within about three months of the year, and it has been 131,000 hhds. In peace, the evil, though great, is not quite so sensibly felt. In war-time, the West-India trade can more than trebly fill the warehouses at the quays. The first fleet from the Leeward-Islands lately brought 35,000 hhds of sugar, and the one from Jamaica, 40,000. The quays could not house more than 6 or 7,000 hhds of the latter, independent of the arrival of other large fleets from other quarters. In this situation, ships that were damaged, leaky, or chartered, or that wanted to sail out again early, were compelled to serve as warehouses with great expenses and delays.

Warehouses have been so *crowded*, that sugars have been piled six or eight hhds high *on the quays*, subject to loss and plunder; and the wharfingers themselves are annually compelled to send away sugars from the legal quays to places which they hire. It has frequently happened, that carts, laden with sugars, have been detained in the streets for six hours at a time in rainy weather. But a small quantity of sugars are carted away from the quays by the merchants themselves.

The Commissioners of the Customs have granted temporary relief exceeding what has ever been remembered; having permitted ships to land sugars at the distance of Blackwall, an indulgence never before allowed, but to within limited distances. Even these indulgencies are inadequate, as many of the sufferance-wharfs are full with the merchandizes of the Baltic and other fleets.

Calculations have been made of the annual losses by plunderage on the West-India produce alone, of above 150,000*l.* per ann. to the proprietor, and of 50,000*l.* per ann. to the revenue for the port of London; and, if other branches of commerce were included, it might be estimated at a total loss of near 250,000*l.* per ann.

Charges, delays, and plunderage, from the above causes, have induced the West-India planters to send their consignments to the out ports; which are now, by docks and dispatch, become in a certain degree the little rivals to the mother-city. There is nothing but the weight of capital,
consumption,

consumption, and vicinity to foreign markets, that secure to London its present large share of the West-India and some other trades. In a general view, this distribution of trade to our out-ports may seem no immediate national loss; but it should be remembered, that the same causes which banish trade from London to our out-ports, may also, and in fact do, banish it, in many instances, to *foreign ports also*.

SUFFERANCE-WHARFS have availed themselves of the necessities of the times, and have in many places charged more than customary at the legal quays. Another burthen on commerce, and without benefit to the revenue, is the charge of *extra-fees* to the officers, for the performance of their *common* duties, at any other than the legal quays: and when permission is granted to ships to land the whole of their cargoes at a sufferance-wharf, extra-fees are demanded from each consignee to take out a *separate sufferance* for his particular goods, and those *pro rata*.

The wharfs and buildings along the river are further inadequate in point of **SAFETY** to the housing such valuable importations as sugar, hemp, &c. There is scarcely a year, without great losses by fire, and to a very considerable amount. Within these ten years, near, if not above, half a million of property has been lost at the sufferance-wharfs. The losses at Speck's and at Davis's wharfs were great; and, within this month, there has been, at Hoare's wharf, a loss of about 2,000 hbd's of sugar, valued at 80,000*l.* exclusive of hemp, &c. at other premises. The proprietors will not only be losers of property, but have to pay freight and duties on importation, without any return.

The *underwriters*, who are one of the most useful supports to our commerce, also require that some attention should be paid to their security, that they should not unnecessarily incur additional risks in port. These considerations alone should weigh against any little advantages and privileges from local considerations.

The operation and effect of all these different embarrassments are heavy, expensive, and fatal; they throw commerce out of its regular seasons and returns, and prove equally detrimental to merchants, markets, and revenue, from unusual delays. Commerce and revenue are now become such complicated machines, that every attention should be paid to the convenience and credit of the one, as well as to the wants and security of the other.

OPPONENTS,

OPPONENTS, CLAIMANTS, AND COMPENSATION.

THE limitation of the legal quays is founded on *exclusive right*, which it is incumbent on the public to purchase at any rate, and to create a fair competition, by laying those, and the proposed docks and quays, open to the public, with equal privileges. It would prove the truest remedy for all our grievances; whereas other plans would only be palliatives, and the same evils would only revive in other forms.

To *purchase* exclusive privileges and rights, may be the *easiest means* to obtain the end, and silence opponents: commerce and revenue are both equally interested in the measure, as they both suffer more, in a short time, by the consequences of this growing evil than would purchase the fee-simple of all these exclusive rights.

Commissioners might be appointed to receive claims: and compensation might be decided, as in the case of canals, by juries or commissioners, to estimate the losses sustained. In the present case, (exclusive of purchases of land and expenses of docks,) compensation would only be limited to a few classes, and be rather requisite for a loss of privilege than of property. The great profit of monopoly having suddenly accumulated, it lies chiefly in the same hands which saw it begin, and therefore furnishes an easier means of compensation, than if it had been transferred to men who had actually paid for the increased value of it.

CUSTOMS AND EXCISE.

WHEN revenues are once created, they are not to be lightly risked for new experiments; but a few considerations may be stated to prove, that an extension of quays would be a gain, without a risk to the revenue.

Dispatch would lessen opportunities and temptations to plunderage, and other species of smuggling, and be productive of great savings and of great gains. Without adverting to the extent of smuggling, the defalcation to the revenue in the port of London only, from plunderage and from accidents to ships and to craft, have been estimated, and perhaps without much exaggeration, from 70 to 100,000*l.* per annum.

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The change here recommended would be productive also of economy to the revenue. In docks, above half of the hands would be saved in watching, landing, and housing merchandizes subjected to duties, and with greater dispatch; and if we calculate the numbers employed in the river, only in *watching* commodities until landed, and the duties on them ascertained and paid, or until they are housed under the king's lock, the proportion will be still greater. This saving in expense might go, partly to compensation, and partly to the addition of land-waiters.

The plans also, while they extended the legal quays, would condense the commerce of London with more convenience to itself, and to the customs and its officers, than by the present mixed system of legal quays and wide-extended sufferance-wharfs. As to regulations and checks, though the port of London has fewer indulgences, there are less risks and delays to the revenue, than in other places.

Whether there is an extension of docks and quays or not, the increase of *land-waiters* is greatly called for; as the delays at the quays are almost as much increased from the want of them, as from the want of quays and warehouses. The addition of twenty or thirty land-waiters, at the rate of 200*l.* per annum, would be an additional expense of only 4 to 6,000*l.* per annum, a sum that would soon be amply repaid by their services.*

It might be also an object of consideration to land and to bond rums immediately on arrival, as at the out-ports; or to bond them, at the ship's or importer's expense, for thirty days, and to make the bond transferrable. The demand

* There are annually reported in the port of London 10 or 13,000 ships, including coasting-traders. The stations at the legal quays are three:

At the Upper station there are - - - - -	7	Land-waiters.
Middle station - - - - -	9	
Lower station - - - - -	11	
	—	27
At the tobacco-warehouses, statedly - - - - -	6	
Additional at present - - - - -	2	
On India goods - - - - -	8	
At the Wood-Farm in sufferance-wharfs - - - - -	9	
Additional - - - - -	2	11 — 27
		—
		54
		—

There are some supernumeraries, besides land-waiters for the coasting-trade, who occasionally serve the Wood-Farm, when stationed officers cannot be had.

for the commodity will always overcome any little trifling objection or difficulty that may arise about the convenience of sale. The time for landing is limited to thirty days, and the buyer knows how to avail himself of it when necessity requires the importer to bond. To the public, it is of little moment in whose hands it lies or by whom bonded, since consumers and exporters will always know where to find it.

The abridgment of holidays, and the regulation of hours, would greatly aid these improvements, and would operate with great effect in places insulated like the proposed docks and quays.

At the docks might be stationed officers of business, inspection, and control, with powers of internal management and government, according to circumstances.

CITY OF LONDON.

THE city of London having charters, ancient usages, and privileges, might make a formidable cry and opposition. Its influence is great, and we must feel, with respect, that corporations have constituted the freedom of former times; but, from the alteration of circumstances, a great number of those privileges now operate as restraints, instead of advantages. Let, however, a due regard be paid to charters from the good they have done; but, at the same time, let us remember, that, by *extending our objects*; we may extend those of the city, and give a spur to more enlarged and liberal systems. She may soon be convinced, that *she owes more to the facility and extension of commerce, than to the restrictions of her laws and her customs*. She might still take the lead in the spirit of improvement, and retain the vital principles of her constitution, which were intended for the administration of justice, and the protection and encouragement of trade. Her objections to the proposed plans will perhaps arise more from encroachments on ancient privileges, than from the loss of territory, revenue, or influence. She has however, with a becoming spirit, accomplished great internal improvements, by the creation and widening of streets, at a great expense, and has ultimately found her advantage in those and other improvements. The city of London has only to extend the same spirit towards improvements on the river, and she will again find, that, on the
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the extension and security of her commerce, will depend her greatest benefits.

If she has privileges injurious to commerce, she may be induced, in any event, to relinquish them for an adequate consideration. As to her revenues on commercial import and export, they are (excepting on coal, and corn, and wine, which cannot be affected by the proposed improvements) very small, and are to be considered, rather as badges of authority, than as incomes. Where they are an object, they may be secured; and where they are otherwise, they may be relinquished or compensated for. As to places of patronage, they are very few and small.

If improvements have tended to unite London, its suburbs, Westminster, and Southwark, into one great capital, the city of London will still remain unrivalled, and reserve to herself, from situation and capital, the seat of commerce. Westminster must always receive her great line of import through her channels; Southwark need create no fear from the extension of its country and its coasting-trade; and, as to the suburbs, they are the offspring of herself. Her shipping extends for some miles, and both sides the river are dependent upon her commerce, and form the two great ranges of warehouses for the depôt of those bulky commodities which she cannot land and house at her own quays and warehouses. The whole extent of her own territory, bordering on the Thames, below London-bridge, is small and confined, and is almost wholly occupied by the present range of quays, and without capability of an extension of any moment, and such as the times call for. The mercantile interest is a powerful one with government and with the country, both for its commerce and its revenue. Foreigners also heavily complain of the embarrassments of the port of London. Something, therefore, must be done, and there can be little danger in the city uniting with the commercial interests, for the creation of docks near her own doors, when obliged from necessity to deposit the greatest part of her commerce wherever she can find wharfs and quays. She may make a virtue of necessity, and improve her own wants to her own advantages,

LANDLORDS OF THE LEGAL QUAYS.

THEY are few in number, they possess estates of *inheritance*, and command powerful interests. The exclusive privileges of the legal quays have contributed greatly to advance those rents. A compensation adequate to the fall on advanced rents might be made, either for a term of years, by an annuity, or payment by instalments, where shares in the proposed docks are not accepted in preference. There is no moment when they could make the change with so much probability of justice being done to them, as at present.

WHARFINGERS.

These only possess a *leasehold-estate*, and their interests and advantages cease with their leases. From the limitation of legal quays, a competition among the wharfingers to out-bid each other in rents, operates as a combination against the public; since from high rents come high charges, and from confined spots, great delays. This class cannot be hurt, if compensation be made to them for the loss of their privilege, or if they have new leases on other terms. The legal quays, from their convenience, would always command a preference on moderate terms. It is not indeed intended, by any plans, to *compel* commerce to any spot, or to disinherit the legal quays, but only to give the public an option, and also a remedy, in moments of distress.

GANGSMEN.

These are porters stationed under the wharfingers. They are in general freemen, and give security about 100 to 150*l.* for their places. They possess only a *life-estate*, with funds, among themselves, to support those that are superannuated, &c. Their utility is acknowledged, and their situation an employment of confidence. Their numbers may amount to fifty. About five of the wharfs employ men that are not precisely on the same footing as the gangsmen of the legal quays. Their class would not decrease by any new docks.

LABOURERS

LABOURERS ON THE WHARFS.

They are a *fluctuating class of men*, and frequently taken from the soldiers in the Tower. They are employed by the job or time, principally by time: they would follow commerce on an extension of docks, and find proportional employment.

CARMEN, CARTS, &c.

Their employment, in passing from the warehouses to the purchaser of goods, would be the same, and they would be benefited by an increase of distance or extension of commerce. Their numbers are limited to 420. From the very narrow limited situations of Thames-street, and of the legal quays, there are not only great delays, but accidents frequently happen, affecting the lives of men and horses.

LIGHTERMEN.

These would float with commerce, and feel no injury. From the inability of wharfingers to land goods, craft are frequently detained a month or six weeks, or more, without compensation. An extension of quays and warehouses would disperse and liberate their craft, much sooner than at present, and enable them to multiply their little voyages. The extension of commerce, and the life given it by dispatch, would more than recompense the immediate loss from the partial docking of ships. If there was any injury, it might be ascertained by the commissioners. Their numbers are few, and their craft are inadequate. Their apprentices, whose times were nearly out, would favour any improvements of a general nature, in order to introduce themselves into life and business.

COMPENSATION.

COMPENSATION might arise out of various funds; and, as revenue and commerce would be equally benefited, each might apportion a part of its savings and improvements for a limited time. This application would be found, with some little modification, adequate to satisfy the necessary annual instalments due to the sufferers, and the burthen would gradually dissolve with time.

I. The savings to the revenue, by a decrease of needless officers, might be appropriated.

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II. The docks and quays might pay some consideration for being legalized as lawful quays.

III. Sufferers might receive certain shares in the new docks in return for their losses.

IV. A compromise might be made with the legal quays and an additional charge for landing and shipping goods for a certain number of years. Though this may operate as an immediate tax, it is better to submit to that than to the tax of plunder, and secure dispatch. Yet future annual savings by docks, from losses and plunderage, would be more than adequate to a small tax of 4 or 5000*l.* per annum for a limited time. Commerce, by paying fewer charges, &c. in the docks than at present, might well afford to pay a small additional tax to purchase safety, dispatch, &c.

FUNDS FOR MAKING DOCKS, &c.

THE creation of docks and extension of wharfs are not taken into the estimate of a *dead expense*; as the improvements would pay and support themselves after the first outset. Individuals, if a permission were granted under public sanction, would, of themselves, as in case of canals, carry them into execution by private expense, risk, and management. The city of London and other public bodies might be invited to encourage the scheme and possess shares, and also certain powers in the management. Government, as they would be benefited by every extension of commerce, might contribute to the undertaking by a gift or a redeemable loan, having the premises and rents mortgaged as a security, or they might render assistance in various other shapes. The power of framing regulations of the docks, &c. might be vested with Commissioners or Trustees, as in the Ramsgate-harbour trust. Some materials might be found on the spot to lessen expenses, particularly bricks, which should be made of particular dimensions adapted to the works.

GENERAL OBSERVATIONS AND HINTS ON THE EXTENSION OF COMMERCE.

THERE needs but one general reply to all the apprehensions that may arise from the fear of throwing hands and professions out of employment. Prejudices were

were once applied against canals, turnpike-roads, and the use of machines in manufactures; but canals have extended old, and created new markets, without decreasing seamen or the coasting trade; turnpike-roads have given improvements to agriculture, and convenience to markets and to travellers; machines have given extension to manufactures, and we only want *docks, quays, and warehouses*, to give facility to commerce.

Perhaps some may fear the lessening the river-navigation on the Thames, and its importance as a nursery for our seamen, but the same objection might have been applied to the building of the bridges. The extension of commerce is the surest means of creating and encouraging our seamen. While we have commerce and navigation, we shall never want hands. It is from thence that a thousand little springs and rivulets will flow to give employment and fertility to industry. Destroy commerce, and the whole tribe of watermen would soon dwindle again into insignificant river-fishermen. Liverpool has no river-navigation, and yet never wants seamen.

If London and Great Britain could be made the grand depôt of merchandize, and if goods were bonded under the king's lock, until taken out for home-consumption, it would throw the capital of the merchant into his commerce, and leave the revenue to take the benefit of it, at the moment of consumption; for commerce is the parent of revenue. This system is already adopted, without detriment, in the East-India trade for teas, China, silk, sugar, &c. also in the articles rum, tobacco, coffee, &c. If this reasoning be true, the extension of docks, &c. would favour any general system of bonding, and under the best regulations.*

* The Committee of the House of Commons for preventing the illicit practices used in defrauding the revenue, recommended, for the accommodation of trade, at the instance of the Commissioners of the Customs in Scotland, "That all high-duty goods be warehoused at importation, in warehouses to be provided, to the satisfaction of the proper officers, at the importer's expense, and under the joint locks of the King and the proprietor; subject only to the payment of duties for the same, when taken out of the warehouses for home-consumption; and that, if taken out for exportation, the same to be delivered free of all duties whatever." "The extension or permission to be granted for three years."—"That, under the present system, much distress frequently arises from the want of ready money to satisfy the duties at the time of importation, and various artifices are made use of to obtain drawbacks fraudulently, by which there can be no doubt that the revenue suffers considerably, probably more than it gains by the sums retained at present for goods intended to be exported."

—Third Report of the Commissioners, 23d March, 1784.

Holland owed much of its prosperity to easy duties. It was a country without national products, and had nothing but this system of becoming a general depôt to create industry and capital. By making that country an universal warehouse for an exchange of commodities, they sold them on terms almost as cheap as they could be procured at the place of their growth.

As to *England*, she is the greatest consumer of her own products and imports; and what she exports of native or foreign commodities is commonly enhanced by the additional industry and labour of its inhabitants. But as we are extending our ideas of commerce in the East, and seem to have in contemplation extensive acquisitions in the West Indies, and as the only two rival commercial nations in Europe are, from political considerations, incapable of great present exertions, it would be good policy to look up to Great Britain as the great depôt for all its wants; building prosperity on the best foundation, that of mutual interests.

Whoever looks at the growing commerce, wealth, and finance, of Great Britain, compared with former times or with other countries, will view with wonder the joint efforts of nature and our industry in spite of all our wars. But when we compare our internal with our external commerce, and see how much they may or do affect each other, there is no knowing how far liberal systems of commerce, with pacific principles, and a relinquishment of prejudices and privileges, (which are rather burthensome than productive, and particularly when they respect ourselves,) will carry us. Roads and canals are forming all over the country, and in all their communications they have one general tendency toward the great centre of the kingdom, there to unite by the strongest ties.

Industry is to property what education is to the mind, for it creates, and it expands. In agriculture, it is befriended by nature; and, in art, it combines and multiplies all the powers of mechanics, particularly when backed by nature. If, then, we grasp at great objects, we must use great means. Archimedes only desired to put his foot on one earth, to raise another: we need only to open our eyes, sacrifice our prejudices, and grasp at the substance instead of the shadow, and we shall then find the surest means of encouraging our industry, and extending our commerce to bounds yet unknown.

APPENDIX.

The following Statements may convey some Ideas of the progressive Increase of the Commerce, Navigation, &c. of England and of London, respectively, at different Periods.

VALUE OF IMPORTS AND EXPORTS.

Imports of England.

Years.		Of which for London.	For the Rest of England.
	£	£	£
1697	3,482,586		
1700	5,970,175	4,785,538	1,184,637
1737	7,073,638	5,335,254	1,738,424
1756	7,961,603	5,333,257	2,628,346
1763	11,665,036	8,146,417	3,518,619
1784	14,119,369	10,314,872	3,804,497
1791	17,688,151	12,016,229	5,671,822
1792	17,897,700	12,071,674	5,826,326

Exports of England.

	£	£	£
1697	3,525,906		
1700	7,302,716	5,387,787	1,914,929
1737	11,842,320	7,362,367	4,479,953
1756	12,517,640	8,347,100	4,170,540
1763	16,160,181	9,389,570	6,770,611
1784	14,804,161	8,260,278	6,543,883
1791	21,435,459	12,944,192	8,491,267
1792	23,674,315	14,742,516	8,831,799

Exports and Imports of Great Britain.

	Imports. £	Exports. £
1791	19,669,782	22,731,995
1792	19,659,358	24,905,200

☛ If Import and Export are added together, the value will be doubled.

A STATE OF THE CUSTOMS OF ENGLAND, &c.

Year.

1613

The total Amount of the Customs of England.			
At the Port of London,	Outwards	£61,322 16 7	
	Inwards	— — 48,250 1 9	
At all the Out-Ports,	Outwards	£25,471 19 7	
	Inwards	— — 13,030 9 9	
N.B. Very near three to one in favour of London.			
The farm of the customs of England, as stated by Davenant, was only per ann.			£. s. d.
1666			148,075 7 8
1671 to 1688	The customs in England produced, in 17 years, as stated by Davenant, £9,447,797, or, on an average per annum		390,000
1700 - 1714	The net revenue of the customs in England, on an average of 15 years, was, per annum		555,752
1709	The gross customs of Great Britain were		1,352,764
	Deduct drawbacks, charges, &c.		2,319,320
1711	The amount of the customs received, as stated by Davenant, in the port of London		965,837
	Out-ports		2,319,320
1792	The gross amount of the customs for the port of London may be estimated at about		346,081
	Deduct drawbacks, charges, &c.		3,580,000
1792	The gross customs of Great Britain may be estimated at about		1,614,176
	The net customs of ditto, paid into the exchequer, may be estimated at about,		2,270,000
			6,040,000
			3,941,000

C.

25

Anno. STATE OF SHIPPING, &c.

1728	Ships arrived in London from foreign Parts, of which were	British	—	—	—	1839
		Foreign	—	—	—	213
						<u>2052</u>
	Coasters	—	—	—	—	6837
						<u>8886</u>
1732	The number of ships belonging to the Port of London, taken from the register of the Custom-house, were					
	1417 ships from 15 to 750 tons, making					178,557 Tons.
	Navigated by	21,797 men				
	Of these 1 was of	—	750 tons.			
	130 were from	300 to 500				
	83 —	200 300				
	The remainder under	—	200			
1742	The number of ships employed at Bristol in foreign Trade, including that to Ireland, were					400
	At Liverpool ditto	ditto	—	—		300
	N. B. Both are exclusive of Coasters.					
1753	The number of ships cleared from ENGLAND were	British	7957			613,700 Tons.
		Foreign	355			41,254
						<u>8312</u>
						654,954
	Of which for LONDON were	British	1216			153,969 Tons.
		Foreign	150			26,281
						<u>1369</u>
						180,250
1792	The number of ships cleared out from the Port of London for foreign Parts were					
		British about				1700
		Foreign				500
						<u>2200</u>
	Of about (and exclusive of Coasters)					399,000 tons.
1792	The number of ships belonging to the port of London were about					1860
		Tonnage	—			374,000 tons.
	Of these about 24 were from 500 to 750 tons.					
	260 —	300 500				
	360 —	200 300				

STAT'

STATE OF THE WEST-INDIA TRADE.

Periods.	On an average of years.	Sugar.	Imported into England.	
1700 to 1715	15	34,832	Hhds of sugar per annum.	
1715 — 1730	15	60,450		
1731 — 1742	12	68,128		
1743 — 1757	15	76,366		
1764 — 1773	10	122,302	Acquisition of islands.	
1774 & 1775	2	155,800		
1776 to 1783	8	111,769	Years of war, hurricanes, and loss of islands.	
1784 — 1790	7	145,969	Peace, and restoration of Islands.	
1791	1	138,963		
1792	1	153,018		
WEST-INDIA SHIPPING, &c.				
1792		Ships.	Tons.	
	To England, about	550	130,000	
	Scotland, —	85	15,500	
		635	145,500	
1792		Imported in about		
		Ships.	Hhds of Sugar.	Pun. of Rum.
	To England,	550	153,018	27,500
	London,	285	105,114	15,707
	Out-Ports,	265	47,804	11,793

COMBI-

COMBINATION OF WHARFINGERS IN 1674.

Extracts of a Petition of the Merchants and Traders in London, to the House of Commons, in 1674.

" Sheweth,

" That, by the acts and rates made in the reign of King Charles II. as appears in the book of rates, all goods imported from parts beyond seas to the port of London must be landed at those keys and wharfs only that lye betwixt Tower-Dock and London-Bridge: And that all goods landed in any other place, without particular licence from the commissioners of the customs, are forfeited; which wharfs and keys were formerly managed by separate wharfingers."

They complained that the wharfingers " had entered into a combination and partnership to make them all one joint concern, which, if continued, the burdens and losses trade will be subject to by this copartnership will be intolerable, because

" 1st. The ships are now twice as long in delivering as they were before this copartnership, by their not employing that number of lighters and lightermen that are necessary, but making the merchants wait, that one lighter may do the business of three, which is a great charge to shipping as well as a hindrance to our navigation and trade.

" 2d. That the said copartners have also advanced the rates of their wharfage and rents of their warehouses upon the said wharfs, and they may further advance them to what rates they please.

" 3d. That when, by the carelessness of the servants or want of due attendance, the lighters are sunk and the goods perished, or that the goods are stolen out of their lighters or warehouses," —that they did not know whom to sue, as the copartners were not a corporate body, and that they refused to discover themselves.

What was the result of this business does not fully appear, than that this petition was referred to the Privy-Council; and from thence to the lord-mayor and aldermen of London. The merchants delivered in the table of rates they had been accustomed to, and which they were willing to give. The wharfingers also delivered in their proposed tables of rates, which was, on an average, very near an advance of three to one on the old rates, and in many cases it was more. The plea for the increase was the great loss by the *fire of London*, in 1666, and the rebuilding of warehouses at a great expense and more convenient than ever. Near 130 years have since elapsed, and there is now the plea of *heavy rents and expenses* for an increase of charges. If there were combinations and disagreements in 1674, what must be the evil of 1793?

If

P L A N
OF THE
L O N D O N - D O C K ,
WITH SOME
OBSERVATIONS
RESPECTING THE RIVER
IMMEDIATELY CONNECTED WITH
DOCKS IN GENERAL,
AND OF THE
IMPROVEMENT OF NAVIGATION.

PART II.

L O N D O N :

1794.

P L A N, &c.

THE following Hints, &c. are submitted to the consideration of the Committee appointed to inquire into the state of the legal quays, &c. agreeable to their resolutions of the 19th of August last, requesting,

“ That the Gentlemen, who had laid before them
“ their sentiments on the expediency of different
“ plans for the situation of a Wet Dock, be
“ desired to give the whole of the Plans they have
“ had in contemplation, the manner of discharging
“ the Cargoes when landed, the Time when, and
“ the Place where, the Duties should be payable,
“ with every other circumstance of or connected
“ with their Plan.”

DESCRIPTION.

The Survey that Mr. Powfey has made of Wapping has been executed with so much accuracy and judgement, that these hints are intended to apply in general to the great outlines of the ground marked out in that survey. Vide Plan A. B. C.

The *natural advantages* of capability have increased with the inquiries made, and no difficulties arise beyond those natural to other plans; viz. Expense; Private Interests; and Competitions.

The *Ground* is situated between Nightingale-lane and Old Gravel-lane, and contains about 34 acres. It lies low and marshy, and was formerly subject to the inundations of the Thames, until the embankment of Wapping was made. In general, it may be subdivided into wastes, pastures, gardens, gardeners grounds, rope-walks, &c. The ranges of houses on it are, with a few exceptions, comparatively speaking, few, old, in bad repair, and of little value; and, in general, to the West, the seat of poverty and distress. The great line of intersection is Virginia-street, which contains about 70 houses, and they are also old, and of little value, out of repair, and with leases falling in. The Embankment

is itself at times overflowed by the tides, and the gardens, &c. are about *eight feet* below that embankment.*

The Whole are of no great value, and might be purchased under Commissioners. The owners are few, and mostly consenting.

LONDON-DOCKS.

There is *Room for two Docks*, quays, and warehouses, with a Basin for the reception of 10 or 15 ships every tide, previous to their entrance into the dock itself. One would contain 210 ships of 400 tons each, with room for lighters along-side, and also to shift the ships: the other to hold 20 ships, and intended as a back-water to cleanse the docks. The depth of water for the docks and the outlets should be about 18 or 20 feet. In general, the number of shipping would be greatly under that tonnage, and thereby admit a greater number of vessels.

The *Entrances* should be by two dock-gates into the River; one at Milk-alley for loaded ships, where there is the greatest depth of water, and but few houses to pull down; the other for light ships, through Gun-dock and Pear-Tree-alley, whose houses are small, and of little value. There should be also a Cut into the Hermitage-Dock for lighters and small craft, &c. only, to communicate with the River.†

* The site of St. John, Wapping, and parts adjacent, were anciently within the influx of the River, and was supposed to have been first embanked in 1544. "By frequent inundations of the River Thames, its banks in these parts became great sufferers; for, about the year 1565, divers breaches were made therein, which were no sooner repaired, than another happened in 1571, which the Commissioners of Sewers, after viewing the same, were of opinion, that the most effectual way to secure the bank of the River in these parts would be to erect houses thereon; to which end, ground was taken, and the first foundation of houses laid, where Wapping at present is situate." Maitland's History of London. Book viii. page 768.

† The following may be made object for inquiry.

I. Whether a cut from Blackwall, across the Isle of Dogs, to the dock, for ships of 400 tons, so as to save the navigation of the Thames, and to avoid the Pool, would not be practicable? The distance would be from two miles to two miles and a half.

II. Whether it might not be advisable to purchase part of the ground and houses of Old Gravel-lane, and about eight acres of pasture and garden ground between that and New Gravel-lane, under the idea of the future extension of docks?

III. Whether a cut from Coal-Stairs through Lower Shadwell to New Gravel-lane would not be practicable? The distance is only about 1600 feet: the land is low, with many vacant squares, gardens, &c. Perhaps two-thirds of this range of ground is free from houses, which are in themselves small, and of no great value. It would avoid the Pool, and the entrance be in deep water. Vide the dotted lines in the plan. E. F.

The

The Distance from Nightingale-lane, the head of the proposed dock, to Tower-hill, would be about 1600 feet, which is little more than from London-bridge to the Tower: the dock from the River, about 200 feet; and its entrance along the River to the Tower about 2700 feet.

The Back-water to cleanse the dock might be obtained, if requisite, from the River Lea, and a head of water created by a steam-engine. A Junction with the Canals forming towards London might be also, hereafter, in contemplation. It would answer two purposes; one, to connect more closely together our foreign and our domestic Commerce; the other, as a head-water to supply and cleanse the docks.

Two Drawbridges would be requisite to each of the entrances for ships. As only one bridge would be open at a time during the operation of admitting vessels into the basin, or dock; the other would be always at liberty for Carriages and Passengers.

THE RIVER.

Surveys have been made of the Tides; the Soundings of the River from the Tower to Blackwall, under the direction of the Trinity-House; and also of the Regular Mooring-tiers from London-bridge to Limehouse, with the number and size of vessels that can prudently moor at each of them at low water. Tables are delivered in to the Committee.

The Spring-tides rise about 18 to 20 feet. The Neap-tides 12 to 14 feet; but subject to fluctuations from the variations of winds, and the effect which the Sea has upon the fresh-water tide of the River. In spring-tides, the variations are of no moment, and return every fortnight, and the dead of the neap-tides lasts only five or six days. The tide ebbs about seven hours, and flows about five hours.

The Mooring-Chains and Tiers to Limehouse take to both sides of the river, as in the annexed plate of the river from London-Bridge. All above Iron-gate can only accommodate small vessels: at Iron-gate there is depth of water for ships from 200 to 300 tons, at low water: and, from Union-stairs to Limehouse, for ships of 300 and 400 tons, and upwards. The number of vessels and ships that ought to lay afloat at these regular moorings, at low water, are about eight hundred sail, great and small. No estimate is made of coasters and

vessels that lay at their own anchors, or moor on-shore, and that ground every tide.*

The *Moorings at Blackwall* are for East-Indiamen; and at Deptford, for King's ships, and for large merchantmen that cannot come up on account of their size, or that decline it for want of room in the river. The number of Merchantmen that lay at Deptford are very limited.

There is *Depth of water* for ships of 400 tons and upwards at Wapping, at the entrance of the proposed docks, or for all vessels that pass Deptford, and which form the greatest part of the shipping that arrive in the port of London. Ships of that and greater tonnage constantly come up and moor in the pool, or higher up, in Wapping. Taking that Tonnage, however, as the largest that could be accommodated in the river or the dock, few ships would be *excluded* beyond East-Indiamen: but the greatest part of shipping of any size are in number from 200 to 300 or 350 Tons;† and if relief could not be given to the largest ships, it would be given to the greatest number.

It is of moment to remark, that, on the London or North side of the river, is the *deepest water*: that the bank about Wapping

* The number of Vessels that arrived in the port of London for

	1728	1792	Tons.
From Foreign parts, British and foreign	2052	3670	600,000
Coasters	6837	9600	900,000
	8889	13270	1,500,000

† Out of 1860 Vessels, belonging to the port of London, making 374,000 Tons, including East-Indiamen,

1109	were under	200 tons.	} Making 1663 Vessels under 350 tons.
368	from 200 to 300		
186	300 350		
50	350 400		
1713			
17	from 400	450	
13	450	500	
13	500	550	
11	600	735	
1767			

Out of 344 West-Indiamen that arrived in London, from March 25, 1793, to March 25, 1794, making 93,027 Tons,

Wapping is a gravel; and from the bend of the river, the tide, both ebbing and flowing, leaves it greatly out of the current of the tides, and ships would dock at full tide.

A *greater number* of ships lay at their anchors and at the mooring-chains than is prudent or safe, or more than should ever be permitted for the freedom of navigation. The great machine of Commerce is now become so unwieldy, and the accommodations so slender, that necessity calls for the removal of 200 to 300 sail out of the river with their attendant lighters and craft, which take up double room to unload them. No remedy would be so effectual in giving safety to Shipping, accommodation to Commerce, and security to Revenue, as a dock in Wapping, without deranging Commerce in its habits, locality, and convenience.

LANDING OF CARGOES, PAYMENT OF DUTIES, &c.

The two last heads were confined to docks as applicable to shipping, and to the navigation of the river; the following respects the landing of cargoes and payment of duties, and may be either connected with the dock-system, &c. or be independent of it.

Ships, under the regulations of Harbour-masters, to be stationed as much as can be according to their respective branches of commerce.

Cargoes to be delivered on the quays from the ships without the aid of lighters; and merchandizes, when weighed, gauged, &c. and the duties ascertained, paid, or secured, to be immediately housed in the Dock-warehouses or carted away at the pleasure of the Importers.

Such Goods as are *bonded* to be put either into the Dock-Warehouses, East-India Warehouses, or Private Vaults, &c. under the King's Lock, and under the same securities and regulations as in the present system of bonding.

74	were under	200 tons.	} Making 275 Vessels under 350 tons.
114	from 200 to 300		
87	300	350	
25	350	70	
13	370	400	
<hr/>			
313			
19	from 400	425	
6	440	475	
6	500	573	
<hr/>			
344			

Goods might also be conveyed in lighters from the river in dock, to the present legal quays, and thence through the proposed dock (D) and thence to the docks in the river, and under the same regulations as to lighters coming from ships at moorings in the river to have over the same and to pass the same risks. no obligation to moor in the river for the purpose of being taken to the docks, but the same may be done according to the wishes of the owners, and with subject to the regulations of the docks, and to the regulations of the Government, and for the convenience of the Customs and for the Revenue, and for the same purposes as in the case of the docks. no doubt the Government could legislate liberally in money and in lands for the establishment of legal quays at those docks, and to aid in the same.

Duties and drawbacks may be paid, regulated, or checked, at the Docks, under certain regulations, or at the Custom-house, according to the present system. Commerce and Revenue are now become so closely united together that no accommodation for the convenience and security of the ships, but what will add to the income and security of the Revenue. Regulations will suggest themselves whether the docks and quays are put on the same footing as the legal quays, or sufferance wharfs. The same regulations that apply to them may be extended and improved towards the docks, and respecting convenience and accommodation to officers, and the manner of loading, unloading, and bolting, of Goods, and the time and mode of payment of duties, and till to his ship. Perhaps, in the case of loading goods and cargoes, under the King's Dock, and taken out for home consumption, or for exportation, was extended to the docks generally, or to say to make London and Great Britain the grand Depot of Merchandise, it would tend to the convenience and increase of Commerce, and ultimately to the benefit of the Revenue. The docks would be a great benefit to the Revenue. The frequent losses of ships from fire and accidents in the river, so detrimental to private property and to revenue, strongly press the necessity of this Plan, and of bonding of Rums immediately on arrival, as in the out-ports.*

Warehouses

EST

* As Rums are permitted to remain thirty days on board of ships, it would be an accommodation for them to be bonded, and delivered to the purchaser at the ship's or importer's expense. The bond given then to be transferred or exchanged for the buyer's bond, and the rum removable into the buyer's bonded stock, if required, under the same regulations and restrictions as at present.

Warehouses might be built under certain plans and regulations, either as a part of the dock-system; or at private expense, and to be increased only according to wants. The cellars to be one-third above-ground for light, air, and convenience. The ground-floor to be nearly level with the height of a cart, so as to load and unload without Crane-work. The warehouses not to be above three stories high, and to load or hoist at both sides. The Cranes to be so placed, that the story of each stack to work at the same time, and not to be over gateways. The stacks of buildings to be subdivided, and with party walls through the roof, and the stacks of buildings to have no other communication with each other but iron foot-paths, for passengers, on the outside, from the floor of one stack to the floor of the adjoining stack.

As Wines, Rum, and Brandies, are generally bottled or casked home to private vaults, so great a range and depth of vaults will not be wanted; and, in the erection of buildings, respect should be paid to peace as well as war; to the legal quays, and to let wants precede supplies.

The legal quays to be 100 feet broad at least; and the warehouses 80 feet deep.

Docks and warehouses to be insulated with walls and cart-ways for security, convenience, and dispatch; and no lights to be permitted in them.

From the vicinity and compactness of docks, they will not only be under more control than the present extended line of sufferance-wharfs, but prove a great accommodation to the present legal quays, by the facility and dispatch with which they will be enabled to conduct their business, with fewer risks, charges, and delays to themselves, and also with benefit to the revenue; and to merchants.

Docks would create many improvements in the vicinity of them on private property, at private expense.

THE EXPENSE, FUNDS, AND REVENUES, OF DOCKS.

The *Expense* of the Docks and wharfs must depend on the dimensions and incumbrances, and whether the materials are of stone, brick, or timber: the first is most substantial,

Three ships have been lost in the last fleet, and two of them by fire, occasioned by Rum: their value is not, including cargoes, freight, ship, and duties, much short of £ 50,000, a sum that would have gone some way to have defrayed the cost of docks.

docks

and

and lasting. The earth that is dug away will go to the raising of embankments, and to the making of bricks. The Object would answer the expense; and the amount perhaps would be less than what would be sunk in the foundations of some plans that have been proposed.

Subscriptions to be in shares of £100 each and transferable. *The Management* to be vested in trustees. The City and other Public Bodies should be encouraged to patronize the undertaking. The jurisdiction of the City might be extended to the dock-district, and, from its vicinity, it might be called the LONDON-DOCK.

Dock-revenues to arise from a rate on tonnage, or from weekly rents. As an income, they would be productive to the proprietors. At Liverpool and Hull they have amply repaid themselves. At the former, £205,717 have been received for dock-rents from their commencement in 1752 to 1793; and their debt, then, only amounted to £84,795. In 1792, they accommodated 4483 vessels, and produced a Revenue of £13,243. The Docks are five in number, and can accommodate about 400 to 500 sail. Farther improvements have been since projected.

REGULATIONS, AND OBJECTIONS ANSWERED.

Professional men, the best informed about the river, from experience and occupations, are of opinion, that the dangers and difficulties of navigation do not proceed from nature, or want of water, but from the *crowd* of shipping that are always pressing into or above the Pool for accommodation.

To *Remedy this Evil* a dock is proposed for the reception of 200 to 250 sail. It would grant relief, dispatch, and accommodation. It would be farther obviated by a Cut from Blackwall, or Coal-Stairs, if made.

No Objections are so strong to the Dock proposed as the great evils at present laboured under. London enjoys three-fifths of the import and export trade of all England, and has, in proportion to its Commerce and Shipping, the worst accommodations of any trading-port, and the heaviest attendant — expense, risk, and plunderage.

The Regular Mooring-tiers which line both shores, as per annexed plan [+ + +], are, from the nature of the river, discontinued on the North side of it at Wapping New-Stairs; and recommence again, below the entrance of the docks,

docks, at King Edward's Stairs; the mooring-tiers in this part, then take only to the southern shore, and thereby leave the entrances and navigation to the docks freer of interruptions.

One of the mooring-tiers near the Dock-gates might be appropriated for the mooring-vessels that are waiting for a tide to go into the dock.

The only great impediment ships have to encounter on coming into the River, or to the dock, is the NAVIGATION THROUGH THE POOL. It is the narrowest part of the river and with the deepest water. The crowd of ships constantly lying there not only interrupt free navigation; but occasion frequent losses, from the narrowness of the passage left for ships going up and down. The colliers constantly lay here in fleets; and from their numbers and attendant lighters, frequently, at low water, form almost a bridge across the river, so as to prevent the passage for boats and craft. The Trinity-House have endeavoured to obviate this evil by taking away part of the bank at Pitcher's Point, to widen the channel; but, from the want of harbour-masters to regulate the number of ships that should lay in the Pool, the tiers have increased in numbers as the channel has been widened. The number of regular mooring-tiers are about 10 or 12, and of ships frequently laying at each of them 24 to 32 and upwards. Never more than 14 to 16 should be ever permitted on any account to anchor there.

A better Regulation of the river by efficient harbour-masters is much wanted. The powers of control or punishment are weak and defective, and even those are not followed up. *Under any scale of improvement and regulation, necessity strongly calls for making the Pool at all times free for navigation up or down, and rigidly limiting the number of ships that should at any time moor there.* Until this great evil is removed, no improvement in the river, or docks in Wapping, or the Isle of Dogs, can be effectual, and the commerce of the river will always have to encounter those delays, risk, and losses, that are so detrimental to private property and injurious to the revenue.

Ships that crowd up the river in hopes of room, might, from situation when in or above the Pool, go with great facility into the London-Dock. Every removal in the upper part of a crowded river would leave navigation freer for commerce situated lower down.

The

The London Dock would also avoid the great navigation for lighters, and the labourage that would be attached to more distant situations. Navigation is not only much impeded by fleets of lighters, craft, &c. that daily pass up and down every tide; but the loss and plunderage by them are evils of the worst magnitude. The distance and expense of land-carriage would be also too great to any who did not possess local advantages. The rate of cartage, from the proposed dock, would scarcely, on an average, exceed the present rate from the Legal Quays.

Encouragements and attentions should be further extended to the removal of shoals and embankments in the river. The Trinity House are so sensible of the practicability and utility of the London Dock, that they are well disposed to favour any entrances into it by deepening the water where ever requisite.

Foundation and Soil.—London stands on an eminence, and at the head of navigation for shipping. The banks of the river on both sides, for many miles eastward and westward, including the Isle of Dogs, are low, and naturally marshy and swampy; but draining, embankments, and buildings, wherever they have been applied, have overcome natural impediments. It cannot be more strongly shown than in the whole tract of low ground from the Tower to Bell-Wharf, within this bend of the river, and Ruckliff-Highway and Upper Shadwell, including the whole of Whapping and Lower Shadwell; here and every other part of the river, where embankments have been erected are covered with buildings of the most solid constructions. And by marsh loss Whapping is now become situated by embankments, and only subjected to rains and natural springs. The excavation for the dock would operate as a drain to the ground, with joining, and it tends to give a firmness and solidity to the soil, in time, equal to other soils. The soil taken out of the docks, and not otherwise wanted, might go to the elevation of boats. The conversant in canals, and cutting through swamps and wet soils, have frequently experienced this fact; and that water once drained off from the soil does not again render it soil. There are singular instances of it in the Gloucester canal.

Drains and sewers should be perfectly secured, and channels diverted. The expense cannot be great, and not of such importance as to prevent the execution of greater objects.

ADVANTAGES.

ADVANTAGES.

The London-Dock from its locality would be central to the City, to the Custom and Excise officers, and to merchants; both for convenience, inspection, and control. It would be near to markets of sale, delivery, and consumption; and would not disturb the present seat of commerce as to residencies and employments dependent on shipping or established manufactures.

It would increase the means of accommodation for present wants, and provide for an extension of commerce in the East or the West Indies, either by acquisition or increased cultivation. The river would be also freer for navigation, and all the inconveniences dependent on tides would be prevented.

It would connect and collect Commerce more within itself, and correct not only the evils at the legal quays and sufferance-wharfs, but the still greater and increasing abuses in the river TO SHIPPING AND TO MERCHANTIZE. It would give dispatch, lessen charges, risk, smuggling, and plunderage; and add safety to property, security to revenue, and protection to shipping and mercantile property in times of frost.

THE QUESTION.

The Questions are now reduced to two points:

I. Whether the London-Docks, in the present state of things, cannot be of extensive usefulness to West-Indiamen, and other valuable cargoes, in the unloading them with convenience and dispatch? and whether the advantages of it will not be much increased by every improvement and regulation necessary for the better accommodation to shipping and to navigation in the river and the pool?

II. Whether it is better to bring ships with their cargoes into the London-Dock, even if all inconveniences cannot be removed, and then for POSTERITY to possess *ever after convenience and accommodation* within the vicinity of the seat of Commerce; or for shipping, in the first instance, to seek more *distant situations* that have many natural advantages for shipping, but, with respect to Merchantize, will for ever after (independent of removing trades and professions to new seats of shipping) be subject to difficulties on account of distance, risk, expenses, and delays of river-navigation and more distant cartage, exclusive of all the impediments

pediments natural to the present legal quays from their limited powers of accommodation.

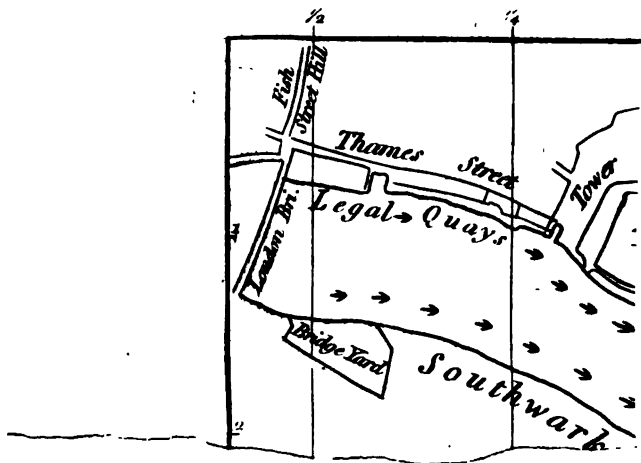
The above remarks have been confined, as much as possible, to the Great Outlines of the various objects which the Committee, by their resolutions of the 19th of August, seem to have had in view, and are submitted to their consideration with less diffidence than they would otherwise have been done had they not met with the approbation and assistance of some characters, whose merits and public professional situations have fully qualified them to decide on the utility and practicability of Wet Docks in Wapping. The spot is left, however, to the decision of the Committee, from the persuasion that their choice will embrace that plan which will combine the greatest advantages with the fewest inconveniences, and that whatever tends to the accommodation of commerce will add to the wealth and prosperity of London, and to the Country at large.

London, Aug. 24, 1794.

THE END.







PRINTED IN THE YEAR 1796.

A
L E T T E R

TO A

F R I E N D

ON

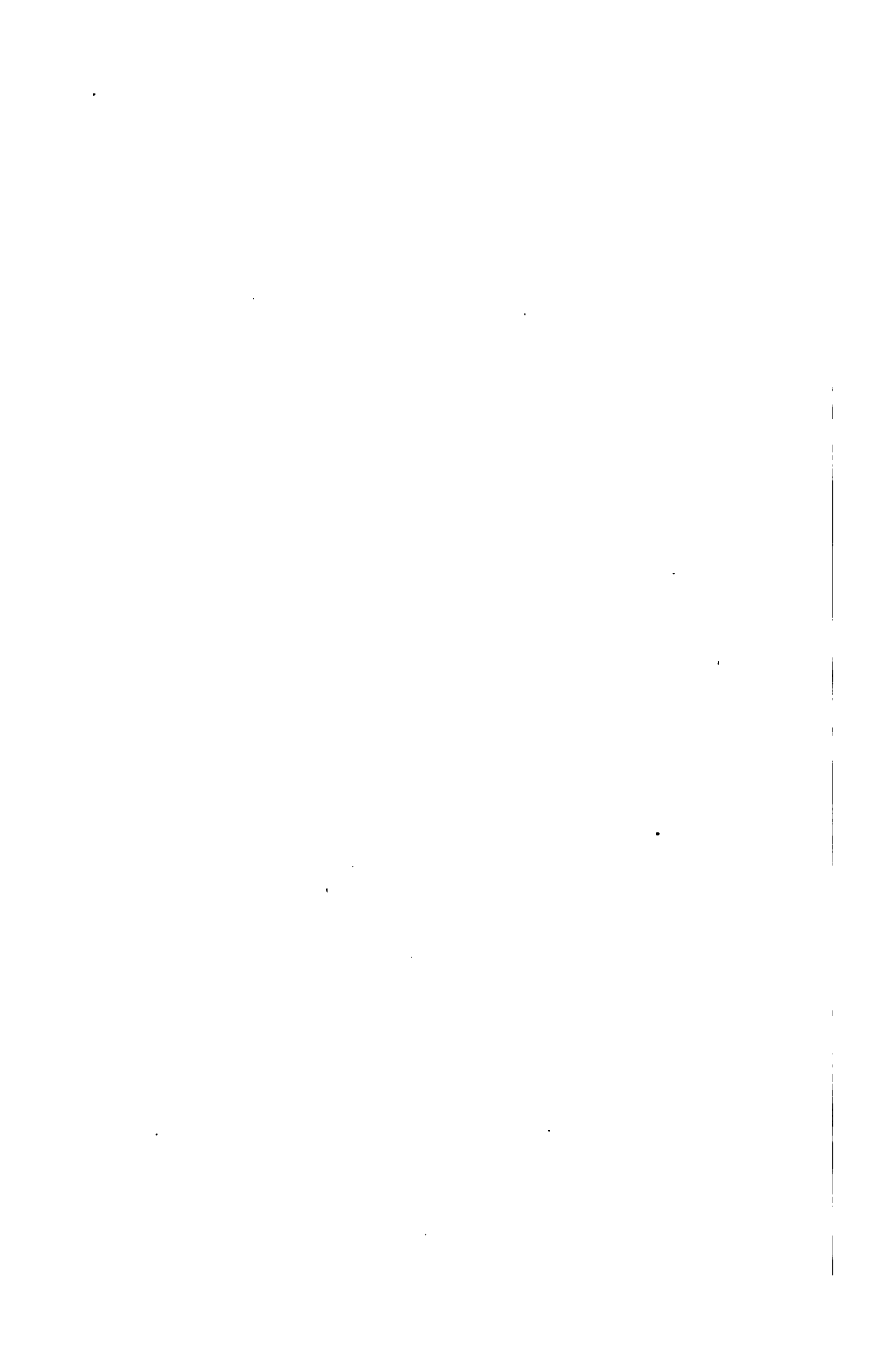
Commerce and Free Ports,

AND

LONDON-DOCKS.

L O N D O N :

PRINTED IN THE YEAR 1796.



INTRODUCTION.

THE following is a Copy of a Letter, written to a friend at his request, and intended only for his private information.

It contains a hasty sketch of the heads of a conversation, on two or three questions interesting to commerce, port-accommodations, and the principles of a free trade. It was written under every disadvantage, on the pressure of a particular moment, that would neither admit of delay or correction.

The Letter was never intended for publication, and nothing but the peculiar circumstances of the present moment could have apologized for the circulating

INTRODUCTION.

culating a few copies into private hands. No liberties have been taken with the Letter ; and it is hoped, that the same may be received under the impression and circumstances with which it was at first written, and as intended to convey general hints and out-lines in favour of plans, at present under public discussion, that may tend to public utility.

*London,
March 26, 1796.*

A L E T T E R
TO A FRIEND
*On Commerce and Free Ports, and
LONDON-DOCKS:*

London, Aug. 16, 1795.

DEAR SIR,

THE following detached hints I have drawn up at your request, hastily, in consequence of a conversation on the evils of the port of London, and on the general interests of commerce and revenue; and how far the interests of both were connected with, and would be supported by, the formation of Wet Docks for the port of London, if connected with a bonding system or a plan of Free Ports. Time, and the objects in view being pressing and requiring dispatch, would not permit more than conveying the hasty outlines of general hints.

B

STATE

STATE OF ACCOMMODATIONS FOR THE PORT OF
LONDON.

The Legal Quays

are limited in extent, inadequate to wants, and incapable of extension.

The same as at the rebuilding of London in 1666, extending only from the Tower to London-Bridge, and only 1464 feet long.

Sufferance-Wharfs

are dispersed, inadequate in extent, situations, and convenience, insecure from fire, weather, and plunder. A conversion of them into Legal Quays no extension, but only constituting a sufferance into a right.

The River

inadequate to the shipping that frequent it :
about 9,900 coasters.

3,500 vessels from foreign parts.

13,400 vessels arrive annually in the port of
London.

The

The general Moorings for ships lie between London-Bridge and Limehouse; some few at Deptford; some few at Blackwall. — Moorings may be divided into three stations ;

Upper, for smaller ships.

Middle, for larger ships.

Lower, for large ships.

Not more than 800 sail of ships can lay at Moorings afloat at low water.

Navigation is frequently impeded.

Accidents, Losses, and Delays, are frequent, and annually to a great extent. They are as fatal to commerce as they are to revenue.

Shipping, Commerce, Revenue, have greatly increased, for the port of London, within this century, and bears a considerable proportion to that of the whole kingdom, while London possesses the worst accommodations of any trading-port. To you it would be needless to state the tables of their respective proportions and increase.

Docks are necessary for the accommodation and reception of shipping ; and are so projected as to permit ships to unload in them, either on the dock-quays, or into lighters, if cargoes are wished to be landed at the present Legal Quays or at other wharfs.

A Lighter-Dock is attached to the Wet Dock, for the admission and accommodation of a number of lighters to go in or out every tide.

Ships in Dock will discharge with more facility and dispatch than in the river, and the risk and distance of lighter-navigation to the present Legal Quays much less than the present lighter-navigation in the river to the Legal Quays.

**HINTS ON COMMERCE, REVENUE, AND FREE
TRADE.**

Under these general outlines I shall confine myself to those great leading points which I conceive are immediately interesting to government.

I. The encouragement and extension of commerce.

II. The security and increase of revenue.

Commerce is the parent of revenue, and whatever tends to give encouragement and dispatch to the one, will give security and increase to the other.

Regulations for the security and collection of revenue will easily suggest and accommodate themselves to commerce, in all its various shapes ; and they might be so modified as to give freedom to import and export, without deranging the operations

rations of commerce, the security of revenue, or the convenience of the state. Two plans present themselves :

I. The making of England a great dépôt for commerce, by a general bonding system.

II. The making it a general Free Port.

A general bonding system to transfer the payment of duties from the time of import to that of consumption would little change the present state of things, respecting commerce and revenue, beyond the momentary delay of a few months in the first year, during the change or operation of old systems for new. Exchequer-bills, or a vote of credit, would unite the two plans, and link together the great chains or relationship of revenue to commerce. Succeeding years would regulate themselves.

To revenue it would give greater ease, convenience, and security, than in its present insecure and expensive system, which is so much open to speculation,

lation, evasion, and plunder, though under the eyes of a legion of inspectors and watchmen. The security would be good, by the possession of the commodity itself, and the bond of the importer. The experiment has been tried in the East-India trade, which forms one of our great commercial pillars, and also in rums and in tobacco, without loss, detriment, or inconvenience, to revenue.

To the merchant, it would give command of capital and increase of faculties ; and, in proportion as he threw them into his commercial concerns, his industry and enterprize would tend to give a spur to the seeking and creating new markets, and the giving increase to public revenue.

In the present state of things, revenue calls for a large portion of the capital of the merchant, by anticipating the payment of duties at the moment of importation, where they are frequently locked up for months, until goods are landed and markets of consumption or exportation are found for reimbursement. On exportation, delays farther arise from the recovery of drawbacks, independent of

frequent losses of duty when paid on importation, occasioned by accidents and fire. In many cases, duties have been imposed where ships have been lost before goods could have been landed. A system founded on bad policy, as revenue implies a toll on a commodity, to be returned in the price of that commodity on its consumption.

The revenues of England, which are above sixteen millions a year, are partly internal and partly commercial. The revenue from customs forms about six millions a year ; of which, about four millions (or a fourth part of our annual income) is the neat sum paid into the Exchequer. Drawbacks and expenses form the other two. The delays, expenses, and temptations, occasioned by a system of heavy duties, drawbacks, and bounties, are great and many ; and, perhaps, greater than would attend a more simple and less complicated system of forming England as a great commercial depôt, and of laying a small regulating duty on import, as a kind of register of commerce, and another small duty on exportation.

At

At present, government borrows of the merchant, annually, a capital of six millions, by anticipation, until consumption or exportation takes place; and the drawbacks on the latter are recovered with great delays and heavy charges. It may admit of a question, whether this momentary anticipation of duties and delays on drawbacks are not more injurious to the interests of commerce and the welfare of the state than any benefit to the revenue, by the temporary command of capital? I conceive it better for government to make occasional temporary loans, at an interest on the security of the revenue, than to continue the present system. The merchant must and will apportion his returns and gains, not on the cost of the commodity only, but on the advance and delays he meets with in the deposit and return of his duties; and, instead of meeting a home-consumption or a competition in foreign markets, on the lowest rates and fewest charges, he circulates his commerce under the dearest rates; creating, at the same time, the heaviest drawbacks upon natural industry and national advantages. We hamper

per commerce for the sake of revenue, instead of encouraging the one to promote the other.

To the natural expense of collecting and watching the revenue on commerce, must be added a great additional one of an armed fleet of cutters or vessels, to enforce and protect the revenue-laws.

With all the guards to revenue, and caution in its laws, a very extensive commerce is carried on through the crevices or defects of those laws; and we discover how much is done to evade, lessen, or postpone, the payment of duties. Guernsey forms a great depôt of commerce for England, both to the fair trader and to the smuggler; and, in peace, Dunkirk and Ostend form those great depôts to avoid or postpone the payment of duties. Merchandizes are housed without duties by the fair trader, until the moment of consumption, or until convenience suits a regular import and payment of duties into England. To the illicit trader, they are perpetual magazines or store-houses, and within a few hours sail of an extensive sea-coast in the channel.

An

An illicit commerce is carried on to England to an immense extent. The reduction of the duties on tea gave the strongest proof of the magnitude of its consumption, and the extent of its trade, in its legal and illegal form ; the former being now increased from six to twenty millions of pounds. High duties have and ever will occasion similar examples, and occasion indirect, instead of direct, channels of trade. The temptations and evasions are too strong to be suppressed by penalties and risks of seizure. The revenue is defrauded, and high duties form, as it were, part of the capital of the illicit trader ; and his gains, deducting all his risks and losses, always interfere with the fair trader and with the revenue. Smuggling commands an immense active floating capital, and is so extensive, and reduced to such a regular system, as to be currently insured, at a regular premium, by a saving in the duties.

The best security against illicit trade is a general reduction of duties on a bonding system, and to impose duties instead of prohibitions on many articles of commerce, that can now only be imported for
exportation,

exportation, and are only exported to be smuggled back again without the duty. It would secure and increase revenue, lessen the expenses of guarding and watching it, and all that system of connivance, which is frequently too strong and too alluring to resist in the very officers, whose duty it is to protect and to detect.

It may admit of some consolation, that this illicit commerce, if it did not infringe on revenue-laws, would be, and often proves, in many other respects, beneficial to the general interests of the country, at the time it was lucrative to the undertakers.

In wars, the effects of a free trade are strongly marked by the increase of a legalized trade in neutral bottoms, who become the great carriers in a regular line of commerce, with all the duties that are imposed upon it in time of peace, from the security of their navigation, and at a less expense. States are frequently obliged in war to relax in their systems, and to encourage or receive their stores, supplies, and commerce, in neutral bottoms. Holland, Ostend, and Hamburg, are also strong examples

amples how far a free trade or a neutral port, in times of war, have and will encourage and protect commerce, and how much nations give to foreigners what might have been secured to themselves in peace or by other systems.

In the present state of things, England approaches nearer to a free trade than most are aware of. Duties and restrictions imposed for revenue, encouragement to navigation and manufactures, or to counterpoise the natural advantages or restrictions of other states, have only created similar returns. The clogs have been mutual, and the weights in each scale nearly equipoised, while the whole system of high duties, drawbacks, and bounties, have tended only to create intricacy, expense, and evasions. The competition or rivalry, arising from the advantages of industry, climate, products, and an exchange of wants, continue the same, and break through all the impediments which restrictions, taxes, and wars, impose upon commerce.

It

It is, I conceive, a mistaken idea to make commerce wholly subservient to revenue and regulations. It checks industry and the operations of trade. Commerce is little else than the mutual exchange arising from climate, products, and a circulation of wants, increased by the calls of industry and the progressive improvements of society. Industry is the great spring to wealth and to property: to man it is as bountiful as nature is to vegetation, and possesses within itself the means of creating and supplying wants. Commerce is only the medium of circulation, or a large field open to the faculties and advantages of every state, and where every nation, by a mutual exchange of wants and of products, might become great gainers without a loss, and promote, by those exchanges, the prosperity and welfare of each other. Commerce needs not the aid of monopolies, wants, or regulations, to support it; industry, freedom, and peace, are its best supporters.

Whoever has watched the operations of commerce will find that it has prospered in proportion
as

as the principles of free trade have been adopted, and those states have generally thriven the most that have encouraged shipping; which has, in its turn, given birth to industry, wealth, commerce, and revenue. With these principles, states have possessed means or powers of import, export, or consumption.

Holland, a country small in extent, frugal in its manners, almost without natural products, and preserved from inundations by art, at a great annual expense, commanded an extensive line of commerce, until convulsed by political considerations. Its trade was free, and the courses of exchange, its usual attendant, have been extensive and beneficial. Its duties on import were small, and also small on export, and, from governing itself by natural or occasional wants, or advantages of markets and exchanges, with other countries, it became the great carrier, importer, and exporter, for them.

England has products, faculties, and advantages, natural and acquired, which few nations possess. She has little to fear on any change or revolution
in

in the commercial system of Europe. If monopolies have been adopted by European states as the best means of making and securing natural or cultivated advantages, England has held the balance in the scale of commerce; and, in proportion as the restraints and fetters upon commerce are removed, she will retain and extend those advantages.

Great as the trade and revenue of England are, compared with former times and other countries, they might be greatly extended and improved by giving encouragement to industry on pacific plans and of more liberal commercial systems. Industry, want, and consumption, have gained such an ascendancy in Europe, that, independent of its convulsed political state and its exhausted resources as to war, it will be alive to all the calls of industry on a peace, and the checks that have been given to cultivation and consumption will give the most powerful calls for supplies in a more tranquil state.

The

The principles of commerce have changed and are changing. They have, within this century, both undergone and created great revolutions in the state of Europe, and will undergo a still farther change; and it is more than probable that the navigation of the Scheld and the Meuse will be the result of the war. It becomes an object of policy and of consideration how far England will seize the moment to open its doors and avenues to a free trade, as a counterpoise, either on a general or a partial scale of a free trade. London, from its capital, situation, and consumption, as well as vicinity to foreign markets, will always command the means of great depôts; but there may be cases where Free Ports in the channel, to touch at, or to land and load for foreign markets, might be made with advantage, from dispatch in time, economy in charges, and be more within the command of winds.

France and the other European powers, from necessity and rivalry, will open their doors to trade and supplies under fewer restrictions than formerly, and will encourage shipping, commerce, agriculture,

ture, and industry, as the sources of wealth and of revenue. Our present commercial systems will undergo a revolutionary change, not so destructive or convulsive as political revolutions, but such as will tend ultimately to encourage industry, and the circulation and supply of national wants ; and that state is the wisest that the soonest prepares to meet the growing changes in commercial systems, by *giving*, instead of *following* examples. Monopolies were formerly privileges in favour of industry ; they are now burthensome to the state, and their jarring interests are the greatest bars to national improvements. I am aware that the principles of a free trade will agitate a number of questions, which are strongly rivetted by habits and prejudices, independent of private interests ; but apprehensions are sometimes stronger than evils, and those very objects that were once the sources of alarm and of jealousy have often proved, and been resorted to at last, as the best friends to private industry and public advantage. Machineries, &c. have rather created, in manufactories, a want of hands, than thrown them out of employment.

From

From the state of Europe, England might become the great importer and manufacturer. Its Free Ports would form the magazine, and the world become its customer. The port of London might become one of the great dépôts of commerce for internal and external purposes, and Wet Docks form the great key-stone, and give

To Shipping, safety, dispatch, and economy :

To Commerce, convenience, security, and dispatch :

To Revenue, protection, security, and increase.

Government would be benefited by the formation of Wet Docks for the port of London, as ships would discharge in nearly one-third of the time they do at present. Cargoes should be landed as soon as possible after arrival. Whatever gives dispatch gives security, and prevents evils ; and no agent on such a plan would be so powerful as a greater increase of landing officers for the facility of commerce and the increase of revenue.

To revenue it would give increase and economy, as well as dispatch and security in its collection :

More inspection and more control :

More command and control over officers :

More convenience to the officers themselves :

Fewer temptations and opportunities to smuggling
and plunder :

Occasion fewer losses, fires, and accidents, so detrimental to property, to commerce, and to revenue :

Be a saving in salaries: and

Lessen the necessity of a legion of subordinate officers, appointed to watch the ships and goods on-board, or in the transit of goods in lighters until they are landed and duties are ascertained.

About 1600 men are employed in the Customs for the port of London, and the major part of them are employed on river-duty as watchmen. On-board of East-Indiamen, about thirty officers are appointed ; and on-board West-Indiamen, five or six, who are *generally* fed and maintained at the expense of the ship. Other ships are in proportion. Subordinate officers are often one of the greatest causes of peculation and plunder.

The

The evils of the port are great and many, and merchants and revenue-boards have their time taken up, not in the operations of commerce, but in the petty details of petitions and references occasioned by the evils and delays of the port.

Docks would little derange revenue in its operations ; commerce not seeking a new port, but accommodation in an old one. They would also condense the seat of commerce and of revenue, by the dispatch they would create at the very moment means were acquired for their extension.

Docks are become necessary as a common port-accommodation, to give security to shipping, commerce, and revenue, and to give freedom to the navigation of the river. If a bonding system was adopted, they would be requisite ; but, if connected with the greater system of a free trade, and to form part of a great whole, they would be indispensably necessary to favour the extension of that object.

Docks

Docks would also form one of the great links in the chain of commerce, and unite more closely our internal with our external trade.

Canals and roads form the great arteries of internal commerce.

They are approximating to London ;

They will aid agriculture and cultivation ;

Give birth to industry ;

Give facility to old, and extension to new markets.

Docks would increase the trade of England and of London ; and there would be no danger of the rivalry of London with the out-ports.

Whatever invigorates commerce will extend to both, and create new calls to industry. Wants would create wants and give the means of supplies.

I have said little about the *locality* of Docks.—
Wapping has its accommodations from its vicinity to the city, the custom-house, and the seat of commerce ;

merce; and of giving to POSTERITY convenience, economy, and dispatch. I have also stated little about the necessity or advantages of them. Evils and benefits must speak for themselves. Private interests have natural claims to attention ; the interests of commerce and of revenue have also similar claims. The injuries they annually sustain from accidents, losses, and delays, are great and many, and more than would, in two or three years, purchase the fee-simple of most of the private interests that would be affected by the formation of Docks.

Private interests are few ; some of them are permanent and freehold ; others are local, for lease, life, or temporary services. The city would have its rights or its tolls little affected. The quays and warehouses on each side the river are out of its limits or jurisdiction, and form the great depôt for that commerce, which she cannot ship, land, or house, within her own boundaries. London commands three-fifths of the commerce of England ; and its legal quays cannot accommodate one-fourth of its trade. It is better, therefore, I conceive, for
commerce

(24)

commerce and for revenue to satisfy private interests, than to suffer annually great permanent injuries.

I am, with great regard,

Dear Sir,

Your sincere and obedient
humble servant,

* * * *

THE END.

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EXAMINATION

OF

WILLIAM VAUGHAN, Esq.

IN A COMMITTEE OF THE

Hon. House of Commons,

APRIL 22, 1796,

ON THE

*Commerce of the Port of London, and the
Accommodations for Shipping, &c.*

L O N D O N:

1796.



EXAMINATION, &c.

“ **A**T a Committee of the House of Commons,
“ appointed to inquire into the best mode
“ of providing sufficient accommodation for the in-
“ creased Trade and Shipping of the Port of Lon-
“ don; who were empowered to report the evi-
“ dence, as it should appear to them, together with
“ their observations thereupon, from time to time,
“ to the House; and to whom the several petitions,
“ which have been presented to this House against
“ the Bill for making Wet Docks, Basons, Cuts,
“ and other Works, for the greater accommodation
“ and security of Shipping, Commerce, and Reve-
“ nue, within the Port of London, and for making
“ a navigable Canal from Blackwall to the said Docks
“ in Wapping, and also the several petitions which
“ have been presented in favour of the said Bill,
“ were severally referred.”

(4)

THE FOLLOWING

EXAMINATION

TOOK PLACE

VENERIS 22 DIE APRILIS, 1796.

Mr. WILLIAM VAUGHAN, a Merchant, called in and examined.

Q. CAN you give a general idea of the state and extent of the Commerce of the Port of London, the Nature and Distribution of the same, the Inconveniences of the Port, and what, in your Opinion, are the means of Relief?

Without entering into details, I beg to state, that the Colliers and Coasting-Traders form the greatest proportion of the shipping and tonnage of the Port of London; and that the evils of the River have arisen more from this cause than from the extent of the shipping and tonnage employed in our foreign trade.

COLLIERS.

The Colliers, by their repeated voyages, exceed in number of ships and tonnage those employed in the foreign trade. The importation of coals, on an average of seven years preceding 1732, was 474,717 chaldrons: it now amounts to about
900,000

900,000 chaldrons per annum, and will probably increase and call for more room. The value of their cargoes amount to about £1,800,000. In 1795, 4,395 sail arrived in London.

COASTING-TRADE.

The Coasting-Trade may be estimated, including repeated voyages, at about 7,500 sail. It is double the number employed in the foreign trade, but does not equal it as to tonnage. In proportion as London has increased in its import and export trade, the coasting-trade has kept pace with it. London forms, as it were, the great focus for foreign trade, from its capital and its relation to foreign markets, and circulates its commerce to all parts of England by means of its coasting-traders; the country making its returns in corn, coal, salt provisions, fish, stone, and manufactures, which latter arise partly from native and partly from foreign products.

FOREIGN TRADE.

The foreign Trade, though great in extent, is limited in its shipping and tonnage, and still more so as to those branches of commerce that are the most valuable in amount and the most productive as to revenue. The number of Ships to the Port of London in 1793 were 3,541 Ships; 655,124 Tons;

Value of Export, £12,660,463;

Import, £12,224,745;

astaken from public documents. I state the year 1793 for the foreign trade, because it was less affected by war and by the times, than subsequent ones, though the value of imports and of exports have greatly increased from various causes. Many ships are laden with bulky commodities and of little value, such as timber, pitch, tar, &c. which are consumed by the very shipping that floats our commerce. Others, though numerous, are small, make frequent voyages, and are delivered with more dispatch, such as corn, &c. The duties on both these classes are small, easy in the expense of watching and of collection, and the risk of smuggling not great.

The most important branches of our foreign commerce are limited to the trades of few countries; such as, for East and West India products, tobacco, wine, silk, and parts of the Baltic and American trades; and, though the number of other ships and cargoes are comparatively few, yet they are more valuable in themselves and more beneficial to the revenue, and employ more officers in watching and collecting the same than any other branches of commerce.

It is on these valuable lines of commerce that the evils press the most, where the delays are the greatest and the temptations are the strongest, and where the great line of smuggling and plunder, as well as expense to the merchant and to the revenue, will attach themselves. High duties and valuable cargoes

goes both form great temptations to illicit practices, and will increase while the great evils of the Port exist, and until accommodations are made adequate to present calls and capable of future extensions.

LANDING OF CARGOES AND CRAFT IN THE RIVER.

Coasters generally load and discharge at Sufferance-Wharfs; some few of them at the Legal Quays. They usually discharge at wharfs under cranes, or by hand, and seldom need the aid of craft. They are generally left on the banks of the River, which become dry at the ebb of the tide.

COLLIERS AND TIMBER-SHIPS.

Colliers and Timber-Ships employ about six-sevenths of the craft on the River, to discharge their several cargoes to the different timber-yards and coal-wharfs along the banks of the River for many miles, and which supply a great extent of country on each side of the River. No docks can supersede the necessity of craft to these trades, which must necessarily float up and down every tide, independent of timber-rafts. The banks of the river are lined with timber and coal-barges: the latter are converted into floating store-craft, in order to save the expense of wharfage and of landing, until the moment of delivery. The craft, employed in the foreign trade, are limited and inadequate; ships have been fre-

quently detained for want of them. They lie in few hands, who have created combinations against wharfingers and merchants. The number of sugar-craft may be estimated at somewhere about 100.

The Import of Sugar and Rum to London in

1756 was, in 203 Ships,	59,978 Hhds,	5,066 Puncheons.
1793 - - - 304 - - -	120,952 - - -	21,818 - - - - -
1794 - - - 433 - - -	140,138 - - -	17,703 - - - - -

CAPACITY AND NAVIGATION OF THE RIVER.

Capacity and Navigation of the River. — It is difficult to form an estimate of the number of ships that can, or do lie in the River at one time, as it depends greatly upon peace, war, seasons, and the nature of particular trades; but I conceive they seldom exceed from 1,100 to 1,400 sail at a time, including Colliers and Coasters. The River is about 900 to 1,200 feet broad at high water; at which time, all ships lie afloat; but, at low water, it loses from about 400 to 440 feet in width, or above one-third of its breadth, and leaves the greatest part of the coasting-trade, and a number of vessels in other trades, dry on the banks of the river. From a series of actual surveys and inquiries that I have made within these three years, I estimate not so many as 500 sail of ships can lie afloat at low water at mooring-ciers and chains in and from the Pool to the Tower; and that of the Colliers and large

large Vessels from foreign parts, which occupy the deep water at low-water-mark, many of them ground at the ebb-tide. At times there have been near 300 sail of Colliers at one period in the Pool, and frequently 150 to 200 and 250 sail.

From the Tower to London-Bridge few vessels lie except small coasting-traders, from the shallowness of the River and the rapidity of the tides below the Bridge, occasioned from a two-fold cause, operating at nearly the same spot; one, the space occupied by the starlings, which reduce the width of the River from about 840 to about 460 feet, thereby occasioning a great fall of water, a velocity of tide, and a shallowness below Bridge: the second is the projection of the Legal Quays, and which will, in case of a farther projection, operate more strongly than in a proportionate degree.

The mooring-chains at Limehouse-Hole are appropriated principally to timber-ships, and can accommodate about 32 sail at a time, though about 50 have laid there; and those at Deptford are in about the same proportion, and where large ships lie and discharge that cannot come up, or decline it from the crowded state of the River.

The navigation round the Isle of Dogs is intricate, and the danger of the Pool proceeds from the crowded state of the River. The latter has been frequently in such a state as to render it impassable for craft and boats.

From

From the surveys and soundings that have been made, and the inequalities of the River, I rather question if it would be practicable to excavate the bed of it so as to accommodate the trade of the Port on an ebb-tide.

AVERAGE-TONNAGE, AND SHIPPING.

Average-Tonnage, and Shipping. — Ships have increased in number and tonnage, but they vary so much according to trades, and differ so much as to size in those trades, that averages frequently prove uncertain guides, and the mooring of ships in the River according to their trades would not, from these causes, I conceive, always answer the objects of relief.

The following is a comparative statement of the shipping belonging to the Port of London in 1732 and 1792 :

	1732	1792	Decreased.	Increased.
Of and under 200 Tons	1212	1109	103	—
300	83	368	—	285
400	74	236	—	162
500	46	30	16	—
600	—	15	—	15
700	—	7	—	7
1300	2	95	—	93
	<hr/> 1417	<hr/> 1860	<hr/> 119	<hr/> 562
		1417		119
		<hr/> 443		<hr/> 443
				By

By which it will appear that the great bulk of vessels are, of and under 200 tons. That vessels under that tonnage have decreased 103 sail in 60 years, and have increased, above that tonnage, 546 sail, and that, exclusive of Indiamen, few ships belonging to the Port exceed 400 to 450 tons.

DISTRIBUTION OF THE TRADE OF THE PORT, AND
ITS ACCOMMODATIONS FOR LANDING, SHIP-
PING, AND HOUSING OF MERCHANDISE.

In order to form some idea of Port-accommodations, I have prepared, as a general outline, a sketch of the general imports and exports, stating the trades or species of goods that are usually attached to the Legal Quays or Sufferance-Wharfs, and what are usually housed, carted away, or bonded from the former.

[The witness delivered in the said sketch,
which was read and is annexed in the
Appendix.]

I shall only observe, in general, that the Legal Quays are limited in extent, and do not command one-fourth of the trade of the Port as to landing and shipping of goods. They possess limited means of capacity, but will always command a preference under any system both for landing and housing at the Quays, or for carting to those vaults and warehouses which abound in many parts of the city.

The

The Sufferance-Wharfs are dispersed and distant, and occupy the bulk of the coasting-trade and such portions of foreign trade as the Legal Quays cannot accommodate, and which, at present, compose a large portion of that trade, which is bulky and not high-dutied.

THE EVILS OF THE PORT.

The Evils of the Port are, the want of room in the River for ships, the delays of delivery, and the limited means of shipping and of landing. These are the great causes of all the smuggling and plunder in the River, which no regulations can effectually check, while delays are so great and temptations so strong. The extent of these evils are unknown, and are not easily checked, detected, or controlled. Some of the many causes are, the mode and manner of ships discharging their cargoes, the delays in unloading, and the great facility of illicit practices by boats hovering about ships night and day while discharging their cargoes, and the number of receiving-houses on both sides the River, exclusive of a *second delay*, expense, and risk in lighters within the Port until goods are landed.

THE NATURE AND EXTENT OF THE RELIEF.

The Nature and Extent of the Relief. — The greatest security against accidents, plunder, and smuggling, will be dispatch in landing a ship's car-

go immediately on her arrival, with as few intermediate *trans-shipments* as possible. Nothing short of Wet Docks will give accommodation and security, and lessen the risk and expenses to the merchant, and give increase and security to revenue, than by the taking out of the River the most valuable ships and cargoes that employ the most hands to inspect and to watch, and to leave the River free to those trades that are the most bulky and least valuable as to property and to revenue, and require the fewest officers, and that are accompanied with the fewest risks and temptations, independent of their employing the greatest number of craft and lightermen, that must necessarily, from the nature and destination of their cargoes, occupy the stream and banks of the River.

A general or partial removal of trades is a question of great magnitude, and requires a nice discrimination and an accurate knowledge of the trade of the Port, under all its various branches, the times of their arrival and departure, and a general knowledge of the nature and distribution of their cargoes, either for depôts, consumption, or manufacture, independent of the relations of peace and war, and an extension or any change of system in our commerce.

I conceive that the great bulk of our colliers and coasters, from convenience, economy, and a combination of circumstances, must be left to themselves
and

and the banks and the bed of the river, as must also a large portion of our foreign trade; and that ships frequenting the Docks will be mostly a mixture of ships from foreign parts, whose cargoes are valuable, ships that are light or on sale, coasters and colliers occasionally in winter, and vessels that calculate the difference between expense with dispatch and delay with risk. After maturely weighing the nature and extent of our respective trades, I am much inclined to believe that from 300 to 400 sail of our most valuable ships from various trades, taken out of the River at a time, and in constant succession, will not only correct the great evils complained of, but will give the requisite relief and accommodation to the Port.

In stating these observations, I beg to be understood not to narrow the extent of Docks or their grounds of public utility, as I confess myself an advocate for them in all the proposed given situations on the banks of the River, and for our commerce being upon the broadest basis both as to extent and principles.

I have, however, I confess, my doubts whether it would be practicable or political to compel the whole of the shipping and commerce of the Port to go into Docks according to their respective trades or countries.

With submission, I conceive, that if the principles of a free trade should ever meet with legislative attention,

attention, and which perhaps the present commercial state of Europe seems to encourage, it will be perhaps prudent to see the effect of that principle before we totally derange present accommodations by the adoption of so great and sudden a revolution in the trade of the Port, from the persuasion that commerce will extend its accommodations in proportion to its regular wants, and that revenue, in all situations, could easily adopt its regulations with security to its own objects, and with convenience to that commerce from which it draws its resources.

THE EFFECTS OF TIDES ON DOCKS, &c.

I here beg to notice one objection that has been made to Wet Docks, grounded on the supposition that their basons will, from time to time, gather silt or form shoals in their beds, and render them from day to day less commodious for shipping. In this respect, the Wapping Docks, proposed by the merchants, will possess many advantages over Hull, Liverpool, Ostend, and Ramsgate, and all other places that lie within the tide of the sea or the vortex of its influence.

The silt or sand in the bason will be at all times considerably less than that which accompanies the tide in the River, as the bason will be principally supplied by the upper surface of the tide, which will be freed from all those dense particles and substances

stances which ground and roll with the tide along the bed of the River.

The tide of the River will never be permitted to go farther than the basin, and thereby the inner Docks will always be kept free from the daily silt of the tide.

At Hull, there is a single Dock, oblong in its form, and open to every agitation of the tide and of silt, on opening of the gates. It has been observed there, that the great body of silt deposits itself in the lower part of the Dock for about one-third of the way, and the remaining two-thirds acquire but little sediment, though there is no back-water. Horse-boats are used to cleanse the Docks. The same observations have been made in the Docks at Ostend.

The basin and locks are so constructed, by means of sluices, &c. and position, that they can always be stowed at pleasure without disturbing or deranging the upper Dock, which will not for years stand in need of cleansing; and a period will probably arrive when inland-navigations will bend their course towards the Wet Docks, and bring with them not only an increasing commerce, but a constant supply of water on a higher level than the Docks themselves.

The same principles that effect the Docks as to silt will apply to the canal from Blackwall, where the silt of the tide will seldom operate, and even then

then but a short way up, and may be easily cleansed by intermediate gates in the canal, which may be opened or shut, as occasion require, for scowering or repairing any part of the canal. The Docks, Basons, and Canal, by the shifting of water, may be made to scour and cleanse each other. I have only to add, that the whole of the Dock-premises, exclusive of the line of the canal, is about 81 acres, and that the proposed Docks may be varied as to form, dimensions, and subdivisions, according to pleasure or convenience; and, by allowing room for shifting and for lighters, the Docks could accommodate near 500 sail.

[The Witness delivered in a Section of the River, Locks, Basons, and Docks in Wapping, as applicable to the Depth of Water at Spring and Neap Tides in the Docks and Basons, which Section is annexed in the Appendix.]

N. B. The Observations on the Tides and the Plan, formed part of another Paper, but were added at the particular request of a respectable Member of the Committee.



A SKETCH of the principal Outlines of Import and Export into, and from the Port of London; distinguishing, in general, whether they are landed or shipped from the Legal Quays, or Suffrance-Wharfs, &c.

I M P O R T S OF L O N D O N.					Landed at the Legal Quays.	Suffrance-Wharfs, &c.
TRADES.	Landed.	Hoisted.	Carted away.	D ^e and bonded.		
EAST INDIES.						
Teas, China	"		"	"	—	
Sugar, Bale-Goods	"		"	"	—	
Indigo	"		"	"	—	
Salt-Petre	"		"	"	—	
WEST INDIES.						
Sugar*	"	"	"	"	—	
Rum	"	"	"	"	—	
Coffee	"	"	"	"	—	

*N.B. Some carted away, may re-shipped by Wharfingers. In 1793, Permission was granted to land Cargoes at Suffrance-Wharfs, and as low as Blackwall.

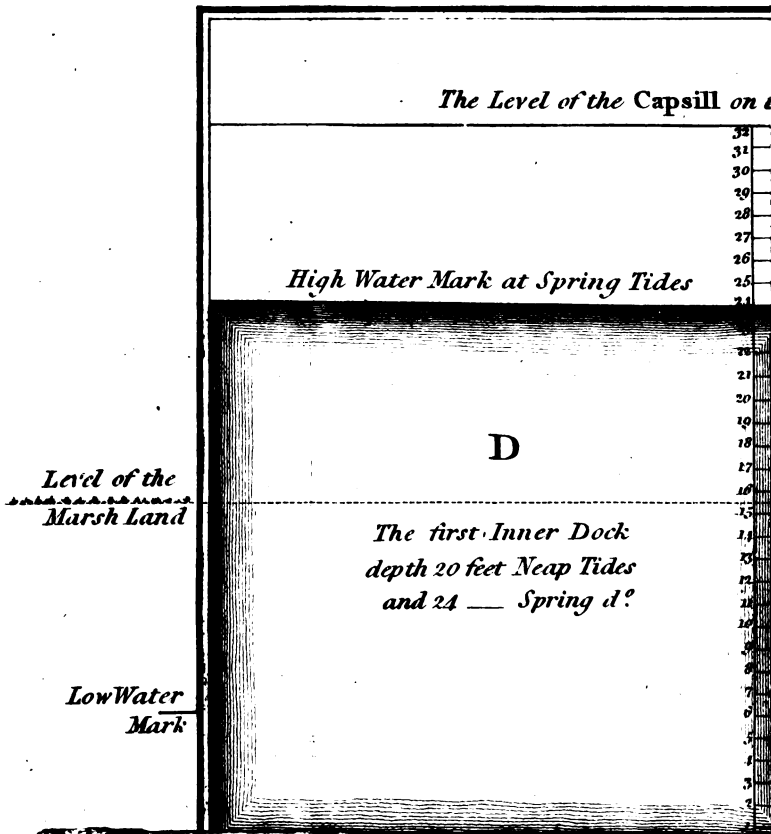
		Landed at the Legal Quays.				Suffrance-Wharfs, &c.	
TRADES.		Landed.	Houled.	Carted away.	Do and bonded.		
IMPORTS OF LONDON.							
Rice	- - - -	-	-	-	-	"	*Floated to Timber and Dock Yards.
Timber, Masts*	- - - -	-	-	-	-	"	
Lumber, Dying-Woods	- - - -	-	-	-	-	"	
Pot and Pearl Ash	- - - -	-	-	-	-	"	
Oil	- - - -	-	-	-	-	"	
FRANCE, SPAIN, PORTUGAL, AND MEDITERRANEAN.							
Wines	- - - -	"	-	"	-	"	
Brandies	- - - -	"	-	"	-	"	
Fruits	- - - -	"	"	"	-	"	
Oranges	- - - -	"	"	"	-	"	
Cotton, Mohair	- - - -	"	"	"	-	"	Partly carted away.
Barilla	- - - -	-	-	-	-	"	Ditto.
Marble Blocks	- - - -	-	-	-	-	"	
Dye-Woods	- - - -	-	-	-	-	"	

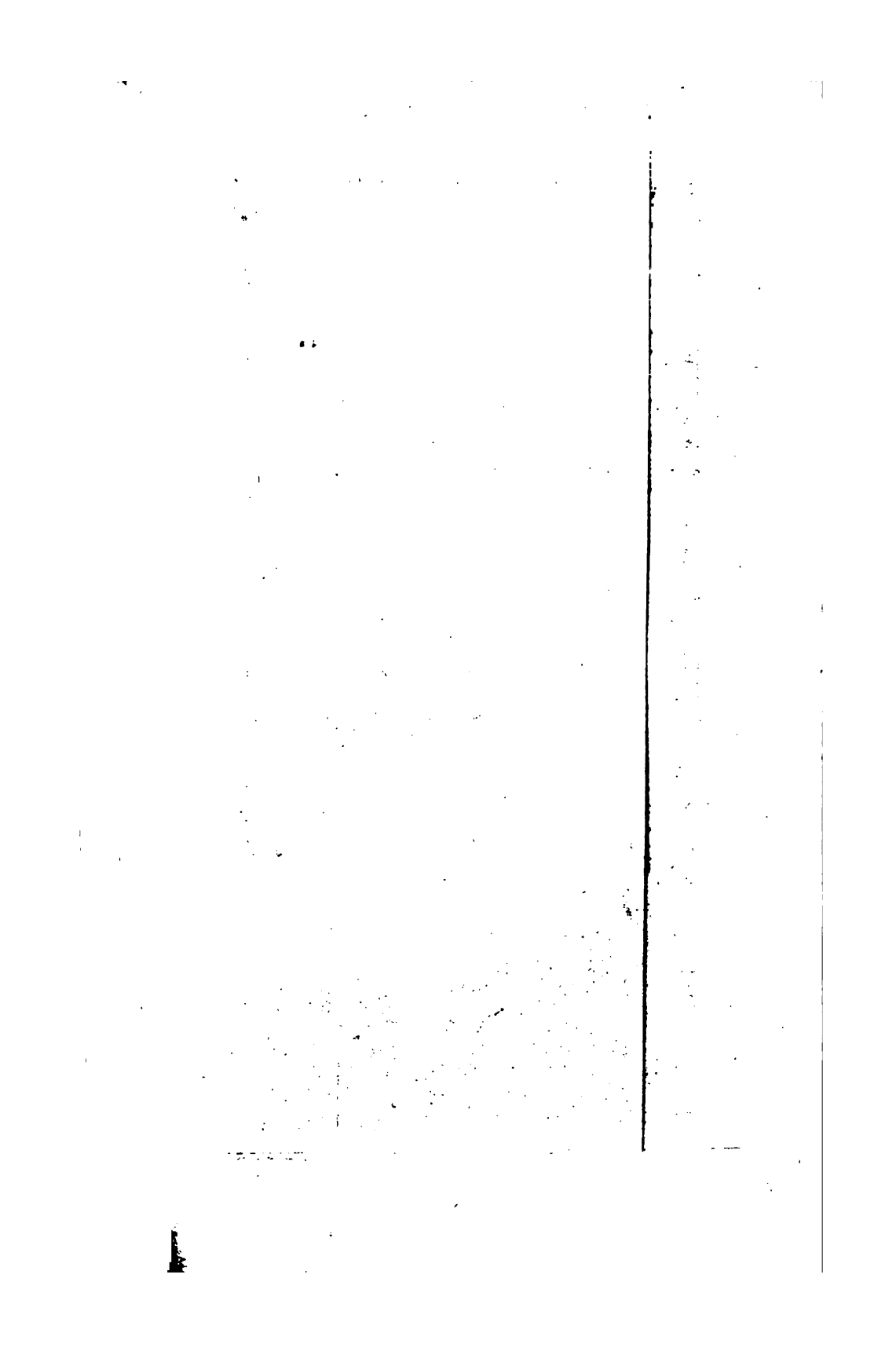
E X P O R T S OF L O N D O N.		Shipped from the Le- gal Quays.	Sufferance-Wharfs.
BOUNTY AND CERTIFICATE Goods.			
Linens -	-	"	|
Wines -	-	"	|
Brandies -	-	"	|
Rum -	-	"	|
Fruit, &c. -	-	"	|
Tobacco -	-	"	|
FREE GOODS.			
Bales -	-	"	|
Packages -	-	"	|
Ironmongery, small Work -	-	"	|
Carriages -	-	"	|
Porter -	-	"	|
COASTING-TRADERS			
Provisions -	-	"	|
Flour -	-	|	"
Peas, Beans, Oats, &c. -	-	|	"
Herrings -	-	|	"
Corn -	-	|	"

Partially to Legal Quays.
Partially, mostly to Sufferance-
Wharfs.



SECTION of the RIVER at Spring a

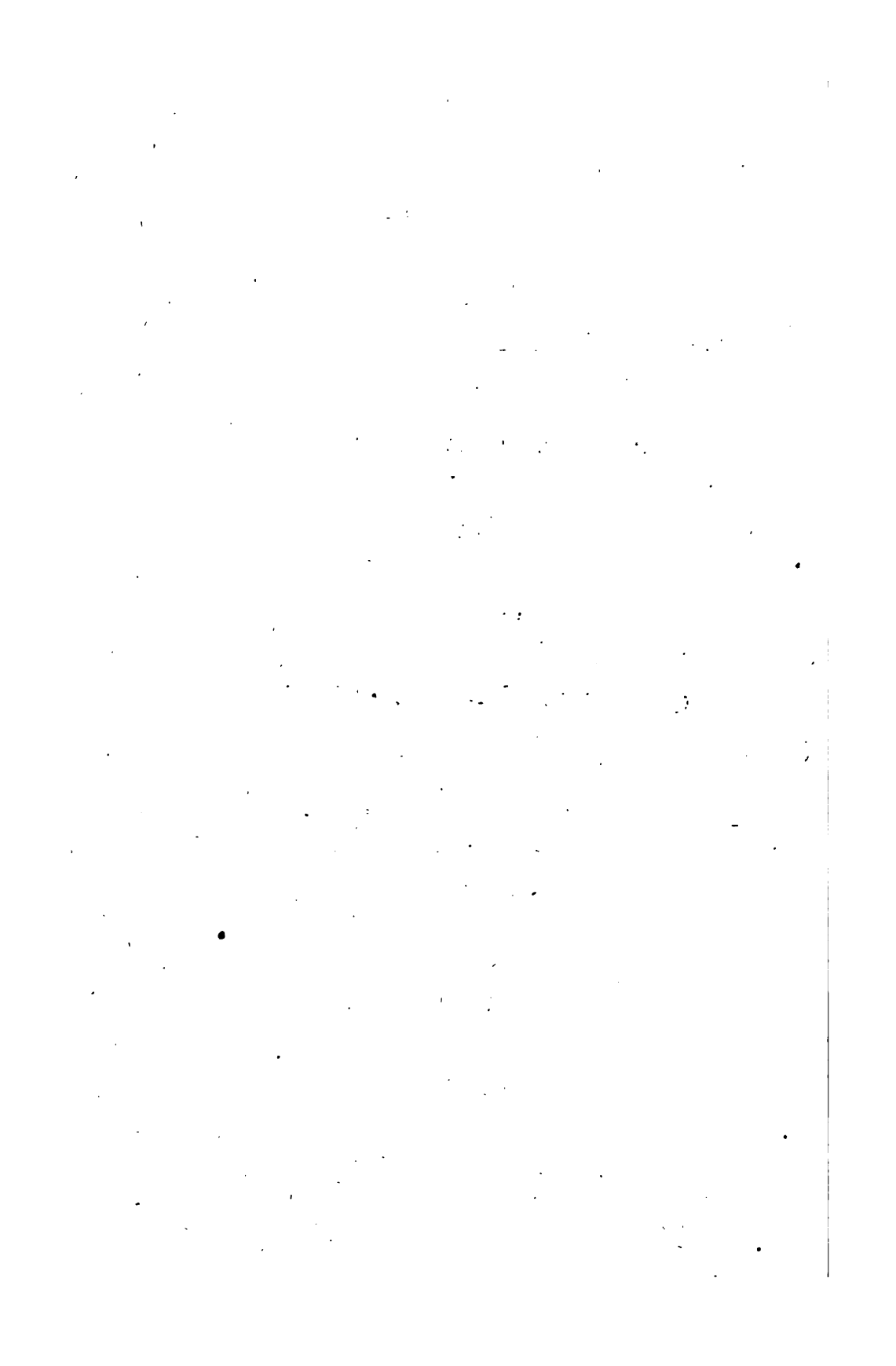




R E A S O N S
IN FAVOUR OF
THE
L O N D O N - D O C K S.

L O N D O N, 1797.

III.



THE LONDON-DOCKS.

OBJECT AND SITUATION.

FROM the crowded state of the River, the impeded state of its navigation; and the want of accommodation for the Landing and Shipping of Goods within the Port of London, the Merchants of London, after having invited, by public advertisement, various plans of relief, and caused surveys to be made, have recommended to the Public the forming of Wet Docks in Wapping, for the reception and discharge of Ships, to correct the Delays, Damages, Losses, and Plunder, frequently sustained in Port, that are detrimental to Shipping, Commerce, and Revenue. A subscription has been raised of £300,000. and a Bill is now depending in Parliament for carrying of the same into execution.

Ships to discharge in Docks at all times, independent or out of the influence of Tides, either on Quays or into Lighters, at their own discretion. All Lighters and Craft, loading and unloading the same, to be free from all Tolls; and, for their greater accommodation, and that of the trade of the Port of London, a large Lighter-Dock will be made, communicating with the River and the Docks, for the reception of Lighters every tide, at the Hermitage, within one quarter of a mile from the Tower.

The two entrances to the Docks to be near Bell-Dock, half a mile from the Tower, and near Shadwell-Dock, in the Lower Pool, about one Mile from the Tower.

REASONS, &c. IN FAVOUR OF THE LONDON-DOCKS.

1. From the great increase of Commerce, Shipping, and Revenue, for the Port of London, compared with former periods or with the rest of England.*

2. That the Moorings in the River are not adequate to the reception of the Shipping that frequent the Port. Navigation

* The first has, within this century, nearly trebled itself, as to value of Import and Export, and forms above three-fifths of the Trade of all England.

The second, as to the Number of Ships from foreign Parts, has nearly doubled itself; and, as to Tonnage, nearly trebled since the year 1753; independent of a very great increase in the Coasting-Trade.

The third has also rapidly increased; and the payment of Customs for the Port of London, either in gross or in neat amount; and are, according to Public Documents, nearly treble of that for all England.

is frequently impeded, and the losses, damages, accidents, and plunder, that Shipping and Merchandize annually sustain, will not fall short, on a moderate computation, from 2 or 300,000*l.* per annum.*

3. That the *LEGAL QUAYS* are the same in extent as at the fire of London, in 1666, being limited to between London-Bridge and the Tower, and are about 1464 feet long; while those of Bristol are above 4000 feet. Few Ships do or can discharge at them. They are limited in their powers of improvement or extension, and they do not accommodate *one-fourth* of the Commerce of the Port of London in bulk, while the Port itself enjoys three-fifths of the trade of all England in value.

Stoppages and delays at the *Legal Quays* and in *Thames-Street* are great and daily, and the avenues also to them are too few, too steep, and too narrow. Out of the ten avenues, there are only two great outlets; the others being impassable or little frequented; and scarcely a day passes without great stoppages in one of the most principal thoroughfares of the metropolis over London-Bridge, occasioned by the crowded state of the *Legal Quays*, &c.

4. That many branches of Commerce have been thrown off from the *Legal Quays* to the *Sufferance-Wharfs* and out of the City, such as rice, hemp, flax, pitch, tar, &c. and, even of those articles which have been retained; wharfingers have been frequently obliged to re-ship or cart away, from the *Legal Quays*, Merchandize immediately from the King's Beam to other spots, for want of room, at their own expense, with additional risk and trouble, and with great inconvenience and expense to Merchants.

5. That the *Sufferance-Wharfs*, which are mostly out of the limits and jurisdiction of the City, are dispersed up and down the River as low as Blackwall. They are inadequate to wants, and many of them inconvenient from situation, and expensive in fees to revenue-officers. The *Coasting-Trade* is principally confined to these Wharfs.

6. That Merchandize in *Lighters and Craft*, in its transshipment from Ships in the Pool and the River to the place of landing, often sustains more damage than during the Voy-

* The number of Ships, great and small, that can lay afloat at low water, at the regular Mooring-Tiers, from London-Bridge to Limehouse, are under 600 sail. Coasters, and Vessels that ground every tide, are not included in this number. In 1792, above 13,300 Vessels arrived in the Port of London.

age. Lighters and Craft are mostly open, and the goods exposed to every kind of weather, plunder, and accident, during great delays and impediments before goods are landed. By thus making Lighters *floating Warehouses*, Commerce is laid under a heavy contribution that is destructive to property; detrimental to Revenue, and a hardship and delay to an active and laborious class of Lightermen, whose little multiplied voyages would be doubled and quadrupled, if they themselves could meet with due dispatch.

7. That the great delays and losses in the River, and the great insecurity to Shipping in times of Frost, call for the most speedy and effectual redress, independent of seizures frequently made of Goods duly entered but not landed within the time limited by law, from the want of accommodations in the River and of landing, and not from neglects and needless delays.

8. That London, from its consumption and great increase of foreign and domestic Commerce, commands a Trade unrivalled in most Kingdoms; and, in proportion to the extent of it, has the worst accommodations of any Trading-Port. Some measures should be taken to increase Dispatch, lessen Port-Charges, and the other evils of the Port, to prevent Commerce being driven to other parts without the powers of recall. The example of England has given a lesson to most European Countries, who are now becoming the Patrons of Commerce as the Parent of Naval Strength and as a Source of Revenue.

9. That the Out-Ports, from their great dispatch and enterprize in business from their Docks and vicinity to Canals and Manufacturing-Towns, are greatly indebted for their present and increasing prosperity. Liverpool, Hull, Havre de Grace, and Ostend, owe their importance, dispatch; and security, to their extensive Docks. The port of London, for want of these advantages, carries on its Shipping and Commerce under the heaviest incumbrances of delays, expense, and losses.

10. That the great source of these Evils proceeds from the want of *room and dispatch*. That the removal of 300 or 400 Ships out of the River and the Pool, with their attendant craft, (which take up double room to unload them,) would prevent a number of evils; and, by giving convenience to Commerce, safety to Shipping, and security to Revenue, preserve and extend to the Port of London many of its natural advantages, and add to our national prosperity.

11 That the situation of Docks in Wapping would be near to the centre of Trade, and the Entrances within one quarter of a mile, and one mile, from the Tower, would secure to the City and to Commercial Interests permanent advantages, with the means of future increase. Though purchases and works may perhaps in the first out-set cost more, the Docks would avoid annually, and to POSTERITY, many heavy charges, risks, and losses, arising from more distant situations out of the City, more dependent upon Tides and River-Navigation; and that would draw after them Towns, Trades, and Professions, more alarming to City-Interests and to Commercial Convenience.

12. That this Spot is low, having a hollow space or square, mostly composed of Gardens, Pastures, Waste and Rope Grounds. The Houses are, for the most part, old, and many of them in the last stages of repair or habitation. Many of the Inhabitants are weekly, monthly, or yearly tenants, or tenants-at-will, and are so dependent upon Shipping and Commerce that many of them would of themselves remove from Wapping to wherever Docks were made. Others would suffer by the removal of Trade.

13. That Ships in Docks could discharge, *under Cranes*, at all times out of the TIDE-WAY, with more dispatch, less expense, and with fewer risks, than in the River, or more distant situations: they would also lessen the necessity of an increase of Lighterage in and through the Pool, which is a NEW RISK IN PORT, after Vessels have ended their Voyage; and put an end to that great system of Plunder in Ships and in Craft, which proceed from the delays, &c. that are occasioned from the crowded state of the River.

The Docks, as a National Object, would give Protection and Security to an amazing floating Capital, vested in Ships and Commerce out of the way of Tides, and decrease the accidents of Ships breaking from their Moorings, occasioned by storms and the crowded state of the Chains.

14. The Docks aim at no *exclusive Privileges*, and great attention has been paid to the general Convenience of the Port. Ships in Dock would have the liberty to load or discharge their Cargoes into Lighters to or from any part of the River, *free of all Tolls* to Lighters, in the same manner as if ships had been moored in the River, with more economy and dispatch, and with fewer losses to the Public Revenue, to Commerce, to Wharfingers themselves, and to Lighterman.

15. That

15. That the Situation would be near and convenient to the City, to the Custom and Excise Offices, and be central to the present Seat of Business.

16. That Merchants would have Shipping and Merchandize more under their control and inspection, and could give and execute orders with greater dispatch, and with fewer risks and charges, than in the River or more distant Situations.

17. That the Situation would be also more convenient to Captains, Tradesmen, and those connected with Shipping, whose business required daily attendance in the City.

18. That Docks would be near to Revenue-Boards for remedies and redress, independent of convenience to the officers, who would be more under inspection and control than in more distant Situations.

That Wapping is in the Heart of the Shipping connected with the Port of London, and is also near the great Manufacturing Interests established in the City or its Suburbs, most of them being situated on the north side of the Thames, and to the east side of the City.

19. That Carmen would be rather benefited than injured from the increase of commerce, and with fewer detentions than at the Legal Quays. The number of public Carts were limited to 420 above 100 years ago.

20. That the Docks and its vicinities could be made the great Depôt for Corn, Coals, and Timber; and the City as well as the Metropolis, in times of frost or emergency, would be better supplied with Coals, &c. with more certainty, and with an easy cartage. The Christmas of 1794 was one of great distress, and of great expense, to the Poor and to the Public for want of coals, which might have been saved if Colliers had been able to have discharged their Cargoes higher up, or out of the River. Coals were, at one time, at the enormous prices of 5 and 6 guineas a Chaldron.

21. That the City of London would be greatly benefited, by the earnings of Commerce and those in the Seafaring-Line being more frequently spent in the City than if Docks were made in other Situations.

22. That, on reference to any Map of London, it will be found the Metropolis is principally situated on the north side of the River, both in Extent, Trade, and Population, and in a line from Marybone to Blackwall. The City and its Liberties form about one-eighth of the Metropolis, and the only part of it within the limits of the Port of London, bordering

dering on the River, extends no more than from the Tower to London-Bridge.*

23. The London-Docks would infringe few City-Rights; they would be left as they are, and are principally confined to purposes of internal Legislation, Police, &c.

The LEGAL QUAYS are held by no *exclusive* privilege or charter to or from the City, but by virtue of a Commission from the Court of Exchequer, under two acts of Parliament, *for the convenience of Commerce and security of the Revenue*. They were intended for *public benefit* and not as grants to *individuals* for *private monopoly*; and the same powers that made them LEGAL can revoke, lessen, or extend them. The first Act, in the Reign of Elizabeth, declared it not lawful to land or to ship any goods from any Wharf or Place within the Kingdom, but in such Places as might be assigned by that Commission. The second, was under the 13 and 14 of Charles II. in 1662, "for preventing frauds and regulating abuses in his Majesty's Customs." These Acts extended to THE WHOLE KINGDOM, and, under them, sundry Commissions have been issued at various times for *making and extending* Legal Quays and Ports in various parts of England;† and, amongst them, two Commissions were appointed, in 1599 and 1666, to appoint Legal Quays for the PORT OF LONDON, which PORT was declared to extend from the North Foreland to London-Bridge. The powers and extent of the Legal Quays were limited; and, under certain conditions, even the Commissioners of the Customs have the power to take away their privileges, and to dismantle them. The Commissioners of the Customs had also discretionary power given them to grant Sufferance-Wharfs; and upon their authority and permission do they hold *their* Rights. The Legal Quays extend from London-Bridge to the Tower, are 21 in number, and 1464 feet long: most of them are private Property. The Corporation of London possesses one of these Wharfs.

* London, in 1732, "ingulphed one City, one Borough, and 43 Villages." The numbers of Houses in the Metropolis were then 95,968, of which the City and Liberties only formed 21,245 houses. Since that period, the Suburbs have greatly increased, whilst the City has continued the same as to extent, though much improved in Buildings and Accommodations.

† About 48 places had Legal Quays appointed, from the 19th to the latter end of the reign of Charles II. Many others, since that period, have been made or extended. The Quays of Bristol have been increased to 4000 feet; those for London have had no extension since 1666.

24. The City-Revenues, though extensive, are mostly drawn from Estates, Tolls, and Markets. Their Tolls on Commerce and Shipping are small, and are left by the Dock-Act unimpaired, and to be collected as heretofore.

25. The City cannot accommodate the Trade of the Port of London, and the Sufferance-Wharfs are now become, from habit and necessity, as much the Legal Quays for the Port as those situated within the Jurisdiction of the City.

An alarm has been spread about Aliens, as if the Trade were to be carried away by Aliens and by Strangers: whereas, the Trade is carried on by British Subjects and British Capitals, in a British Port. But, if the Trade of the Port of London was confined to the City of London, and that Trade limited to the Citizens of London only, the City might cry out, with Cardinal Wolsey, "A long farewell to all its greatness!" London, however, owes its importance to more liberal and extensive principles. Its River has been its Harbour for some Miles, and the Banks of it have formed the great Depôt for that Commerce which could not be landed or shipped from its own Quays or Warehouses. The Accommodations of the River and Port are now become too small, and Docks would operate as a new Wheel in the great Machine of Commerce, to correct Evils without much deranging the present habits of Business. They would give Accommodation in an old Port to prevent a Rival in a new one: London would still remain as the great Capital, and the Legal Quays would always command a preference from vicinity, and might be compared to a Bee-hive that has had strength to throw off its swarms without injuring the common Stock.

26. There are three other considerations of no small moment, independent of local interests, or of Docks being taken as a mere Port-accommodation.

I. That, from the present state of Europe, England never had a fairer opportunity of becoming the great Depôt for all Europe than at this moment, without a Rival. Holland, Ostend, and Hambro', have been living proofs how far the principles of a Free Trade have prospered or decreased, according to political Events.

II. If ever the system of a Free Trade should be adopted on an extensive, or a limited plan, London would have to encounter with Rival Ports in the Channel as Depôts, from the great weight and burthen of its own PORT-CHARGES.

III. That

III. That London, as a Port, requires one Wind for Ships to come up the Channel, and from the Downs to the River, another. Accommodations should be made within the Port to overcome its *natural Defects*. Every Reduction of a Port-Charge and Risk operates in Favour of Commerce, and of the credit of the Port.

It therefore requires a *short and but a momentary Pause*, whether the City of London, by opposing the present Plan, will hazard the delay of a Session? The Principles of a Free Trade will probably grow out of the War, and that State or Port is the wisest that the *soonest meets or prepares* for the growing Changes in Commerce. A Peace may be sudden; and there is a Time and Tide in the Affairs of Men and of States, that if not taken at the moment, objects may be lost that can never be recalled. Commerce, Capitals, and Connections, may yet revert into old Channels. London, from its insular Situation, the Extent of its Commerce, and other Causes, will have little to fear beyond the discouragement of its own Port-Charges and its own Delays.

The Question is reduced to one point, whether it is better to adopt a Plan to command a Commerce on a great Scale, with few Port-Charges and Risks, than to contest *within ourselves*, for objects that apply rather to the local expenditure of the Charges of the Port than to the command of the Trade.

27. Apprehensions are sometimes stronger than Evils, and Men by being governed by them often lose sight of greater Objects. There never was perhaps a Contest respecting great City-Improvements that involved in it all these Questions of City-Rights, Public and private Injuries, the Obstructions to the Current of the River, the diverting the Commerce of the City, or annihilating a useful body of Watermen, more than the Building of Blackfriars-Bridge. The contest between the Interests of London-Bridge against the Interest of Blackfriars was long. Parties run high; and, after repeated debates, it ended at last, in the Common-Council, in Favour of Building the new Bridge, by a small majority, and in the repairing of London-Bridge.

Let any man indulge impartially for himself, and see how far these apprehensions have been confirmed. If Rights have been invaded, if Commerce has been ruined, if the Current of the River has been injured, or the Watermen annihilated. The advantages of that noble Structure have been so great, that

that scarcely a Petition could *now* be procured to pull down the Bridge but to build it up again. The Improvement has been ornamental, and added to the Convenience and Wealth of the Metropolis at large and to the City in particular.

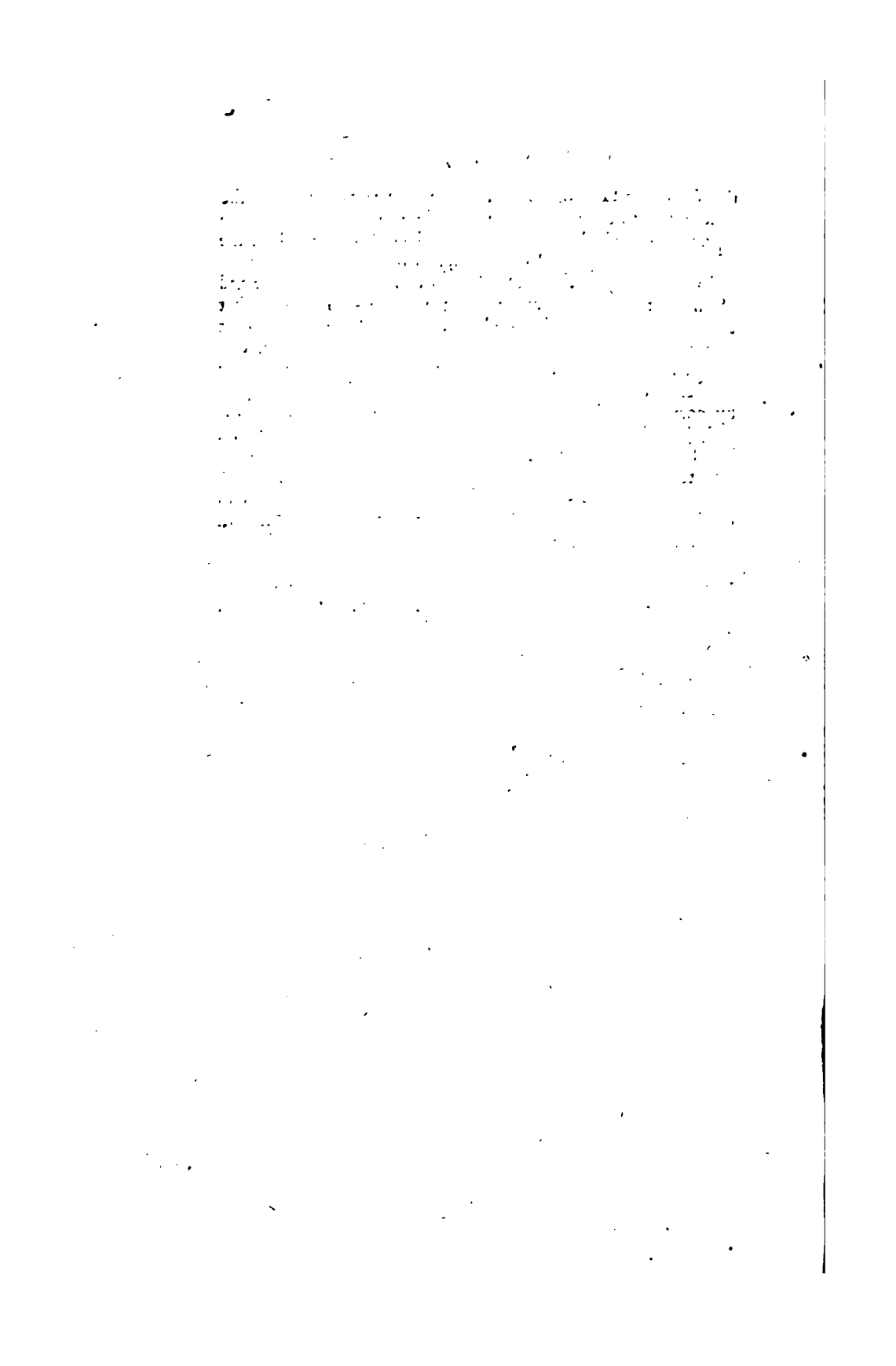
In many respects, the Questions of Blackfriars-Bridge and of the London-Docks are similar; with this difference, that the one was only a local object, while the other is that of a great NATIONAL CONCERN, to give convenience, dispatch, and security, to the Commerce and the Revenue of the Kingdom. Docks will give local and public advantages, by correcting the evils and restoring the credit of the Port, and, by adding to our Commerce, give employment to an industrious hardy race of Watermen, and an increasing nursery to our Seamen.

The above Hints are suggested to convey information with candour, without intending disrespect to any class of men in the various branches of Commerce. They are the sentiments of one who glories in the Prosperity of his Country, and who attributes the evils of the Port of London to one great source, — the vast increase of Commerce and the want of Accommodations.

* * *

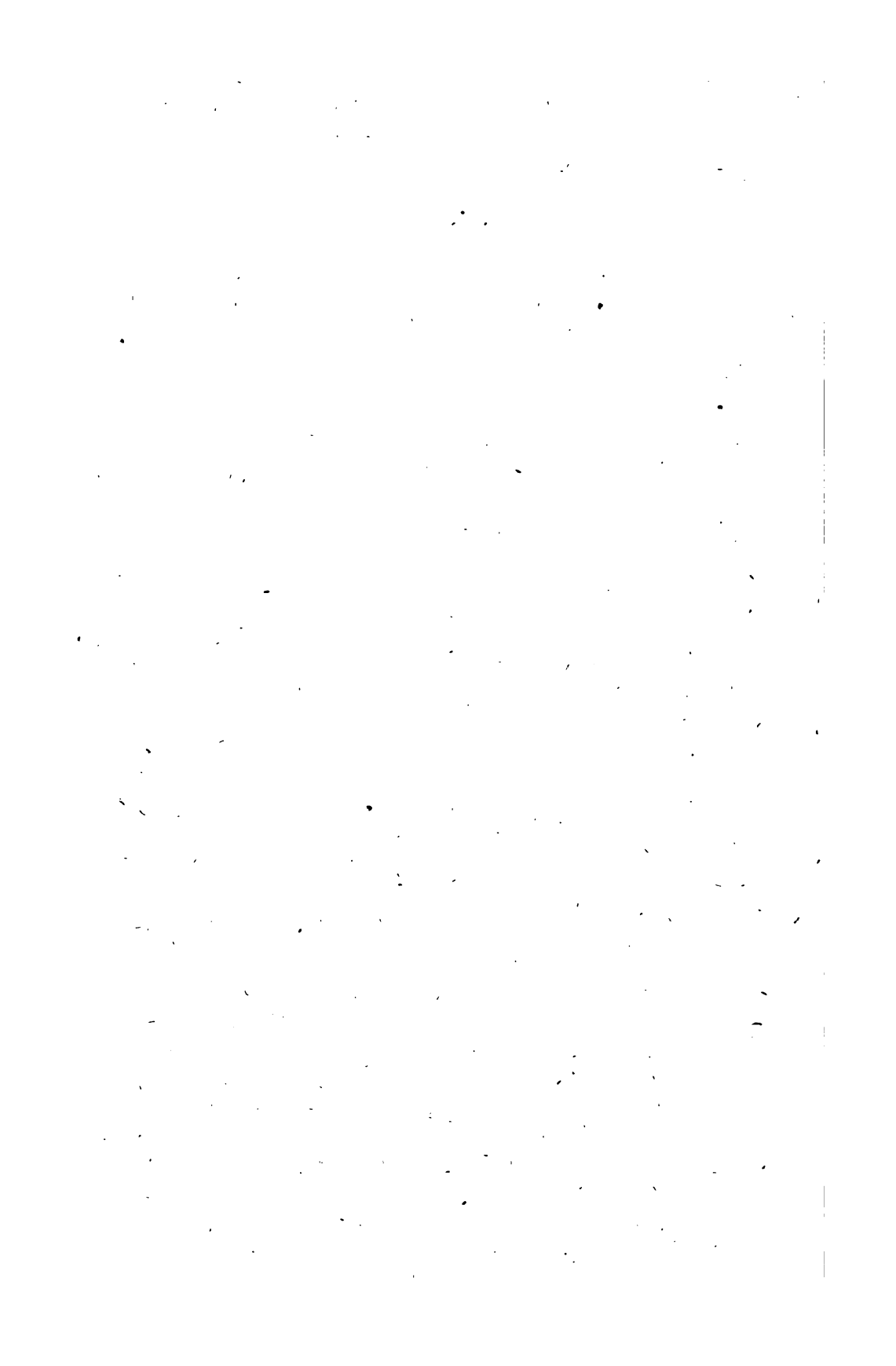
London, January 31, 1797.

THE END.



A N S W E R
TO
O B J E C T I O N S
AGAINST THE
LONDON-DOCKS,

LONDON, MARCH 31, 1796.



A N S W E R
T O
O B J E C T I O N S
AGAINST THE
LONDON-DOCKS.

THE necessity and utility of Wet Docks for the Port of London are become so generally admitted, that the question is now only as to their Situation, Capacity, and Management.

There are only three Situations for Docks of moment, Wapping, Rotherhithe, and the Isle of Dogs. Each may have their natural advantages and their temporary or permanent defects. Almost all other plans are limited, and confined to the improvement of local spots on the banks of the River, or of deepening the bed of it, if practicable.

Without doubting the eligibility of either of the three spots, the questions are reduced to these points ; whether it is more for the convenience of commerce and the ultimate security of revenue to have Docks for the immediate discharge of ships under cranes, than Docks in more distant situations, under the necessity of lighterage, with great additional Port-risks, expenses, and delays ?

The plan of the London-Docks in Wapping embraces the first object, and possesses the great advantage of vicinity to the City, to Revenue-Boards, and to the Seat of Business.

The boundaries contain an area of above 80 acres. It is proposed for the present to form two separate Docks, one Basin, and a large Lighter-Dock ; all of them, in the present form of the Docks, capable of receiving near 400 sail of loaded ships, with room for shipping and for lighters.

Two of the Entrances to be within a quarter of a mile and half a mile from the Tower, and a third by a Canal from Blackwall to the Docks,

Docks, of two miles and three-quarters long.

The Depth of the Docks and Canal to be 24 feet, and to be capable of containing ships from 300 to 500 tons burthen and upwards.

The exact Form and Size of the Docks and Bafon will be discretionary, and capable of enlargements and subdivisions.

OBJECTIONS.

The only Objections of moment are, the Risk of Fire:

The Impracticability of the Canal :

The Risk of Smuggling in the Canal :

The Want of Capacity in the Docks :

And an Inability in the extension of them.

FIRE.

Though shipping is a combustible property in all situations, at sea and in port, yet it is, comparatively speaking, subject to few risks in either. In many ports, ships ride at anchor detached from each other. In the

Thames, from the extent of the trade of London, and of the state of the River, they lie in distinct tiers, and close to each other in those tiers. Ships are not, however, without their risks in the River in case of fires, to which vessels in Docks are not liable. They are under no regulations about fire, candle, and cookery. At high water, all ships lie afloat; but, at low water, many are left dry upon the banks of the River, and have been frequently burnt from that circumstance only. In case of fire, ships in tiers, that ground at low water, cannot move until the return of the tide. High winds and strong tides create danger to shipping, when vessels on fire run adrift; and there have been instances where floats on fire passing London-Bridge, falling among tiers of shipping at Rotherhithe, have destroyed two or three vessels.

In times of frost, still-waters are more liable to freeze than rivers; but, in general, our winters are not very severe, and the Thames is seldom frozen over, unless occasioned by the shipping below Bridge often collecting and checking the ice, floating up and down with the tide, so as to make the River not only frozen over and impassable, but dangerous

rous to shipping, while there is little or no ice above Bridge. In Holland, and in all cold countries, where ships are regularly frozen up a whole winter, we seldom hear of accidents.

When apprehensions are strong, experience is our best guide ; and whoever has looked at all Docks abroad, and at home, will find that fires have been scarcely known, and less frequent in them than in rivers. Even at Rotterdam and Amsterdam, where ships lay and discharge in Canals, close to houses, in the very hearts of those cities, and liable to frosts, we seldom hear of fire.

In all Docks, ships are under the strongest regulations about fire and candle and the use of pitch and tar, and are never permitted to cook on-board.

In Docks, vessels are always *afloat*, which is not the case in rivers ; they may be also more easily removed in still-water to the side of the Dock-Quays than in a tide-way, so as to present but one side of a ship to the shipping in dock. In this situation, a vessel on fire may be singled out from the rest and scuttled, where there will be frequently more depth of

water than in the River at low tide, or it may be burnt by itself. In case of Fire, floating-engines and engines on shore would always be at hand. Buildings would not communicate Fire to ships in Dock, from the intermediate breadth of the wharf, and from the buildings themselves being Fire-Proof, and no candles or fires ever permitted in them.

For the better security against Fire, and to Revenue, the premises are to be walled round, and cooking-houses, under strict regulations, to be stationed at particular and very distant angles in the premises, or without the same.

Some estimate may be made of the risk from the premium of insurance against Fire being the same in Dock as in the River.

In times of Frost, many of the ships might be moved out of the Docks, and lay the length of the Canal, and the Ice in the Docks and Canal frequently broken, by letting the water out of each of them, and be again replenished with water on the next ensuing tide. In all situations, ships will be less effected by the floating Ice in Docks than in the River, and it is the opinion of the best-informed, that
there

there is more risk of Fire in the River than in Docks.

IMPRACTICABILITY OF THE CANAL, &c.

The objections are, its length and difficulties of Navigation ; the Drawbridges ; the deep cutting ; and the points of Entrance, as to the depth of water and difficulty of access.

Ships, navigating the Canal, may be under regulations as to the time of passing and re-passing, on account of the convenience of drawbridges, and the security of Revenue ; and, for the greater protection of the latter, need not be permitted to navigate the Canal, but, under regulations and inspection, from sun-rise to sun-set.

The line of the Canal is two miles and three-quarters. It may be stated that an inland canal is now forming, from the River Severn to Gloucester, for ships of 500 tons, the extent of which is seventeen miles. There is another navigable canal from Ostend to Bruges, for ships of 300 tons, of twelve miles long, which are tracked by three or four horses at the rate of about two miles an hour.

A ship in the Blackwall-Cut may be tracked by its crew, or by horses, in less than two hours with facility, from the purchase being easy, and in still-water.

Drawbridges. — In all passages of moment double Drawbridges might be made, or one Bridge be so situated as to aid another, and only to be opened at stated periods.

The great thoroughfares from Limehouse and Blackwall to London are by two parallel roads, near each other, in Ratcliff-highway, Back-lane, and Sermon-lane, at which Drawbridges are to be placed; and plans might be so arranged, with a road on each side of the Canal, that vessels might pass each at stated periods; and the Drawbridges only opened at one road while shut at the other, of which signals might be given. The distance of either road would not make much difference, and the delay little. In all other parts of the Canal, the line of it runs behind the present buildings, and leaves an uninterrupted communication between London with Limehouse and Blackwall, and those places with each other, or with the River. The only remaining inconveniencies of moment,

ment, with respect to the other roads and Drawbridges, are over to Stepney, and Bow, and Bromley, where the intercourse is comparatively small, and where Drawbridges when opened would not take three minutes to open and shut for the passage of a ship; and, on an average, a less period per ship, if more than one passed at a time.

At the Liverpool, Hull, Ostend, and Havre Docks, Drawbridges are perpetually used without inconvenience or delay: and, at Amsterdam and Rotterdam, Drawbridges so intersect the streets and canals, and are so constructed, that a single person, by means of a linch-pin, opens these gates when occasion requires: they are instantly closed again by the weight of a person's body; and a single person passing over, performs the operation of closing the gates.

Deep cutting will only form a small part of the Canal, the rest being below high-water mark.

At the entrance of the Canal at Blackwall will be a Basen, for the reception of ships at all tides. Thirty vessels may enter the same in one tide, and be shut into the Basen at the
time

time of high water, at spring and neap tides, and proceed at their leisure along the Canal, under any regulations that may be requisite.

The same wind that brings ships up the River will carry them into the Canal; and the same wind that carries vessels down the River, will carry them out of the Canal.

At Bugby's Hole, near the mouth of the River Lea, might be made a mooring-place for 20 ships and upwards, in case ships should be ever prevented for a tide getting into the Canal.

The entrances into the Dock at Wapping would also, at all times, be open for ships in and above the Pool, and thereby leave the upper part of the River less crowded, and more free for navigation.

Depth of Water. — There will be depth of water in the Docks and Canal for the reception and discharge of all ships that come into the port of London that lie above Blackwall. — There are not many ships above 500 tons. Small East-Indiamen could be admitted with facility, and all the large ones, that discharge part of their cargoes at Long Reach, and

and come up to Blackwall to discharge the remainder, would be able to come into the Docks and Canal for that purpose.

The Depth of Water at full tides will be about 24 to 26 feet, and at neap tides 19 to 21 feet. The Docks, Canal, and Gates, will be 6 feet below low-water mark of a spring-tide.

The Filth or Sediment in the Docks and Canal would be small compared with Hull, Liverpool, Ostend, and Ramsgate, and all places that lie within the tide of the sea, or the vortex of its influence.

The Basins at Blackwall and at Wapping would be more susceptible of the influence of the Sediment of the River than the Docks or Canal, and they could always be cleaned by back-water at pleasure. It is remarkable that at Hull, and other Docks where there are no back-waters, that the Filth only reaches about the length of a ship.

SMUGGLING.

Ships in the River and in the Canal will be, in many respects, in the same situation,
and

and under the same regulations and inspection of officers, and of not breaking their hatchways, or not unloading their cargoes until their arrival at moorings in the River or into Docks by the Canal.

Smuggling will not be so great when ships are pent up in a narrow Canal as in the River: if any, it will be before ships come so high up the River.

The great harvest of plunder is at the moment a ship begins to work out her cargo, and is partly owing to the mode of discharge and the frequent delays and detentions for lighters. Smuggling in the River is great from its facility, and is formed into a regular system from the number of boats constantly hovering about ships night and day during the discharge, from the men employed in working them going on shore two or three times a day to their meals, and from the ease of secreting of plunder in receiving-houses along the banks of the River, with back or cellar doors to them, where no inquiries are made. This trade furnishes many a retail shop to a great extent, and to an extent almost past all belief. Some calculate it at near 4 or 500,000*l.* per

per annum, but may be taken, within bounds, at above 200,000*l.* per annum.

Lighters constitute a second stage of pilfering, from the fresh opportunities given to plunder, independent of new delays, new risks, and heavy expenses in Port.

The Evils of the River are great; nothing can correct them and give security to property and to revenue but dispatch. The landing of cargoes immediately out of the ship under cranes, to the king's beam, will lessen expense, decrease risks and delays attendant on all other plans and spots, give relief to the merchant, and ease, economy, as well as security and increase to the revenue.

No Evils on the CANAL can be compared to the present ones on the RIVER. Regulations can be more easily applied to ships passing the Canal in their way to the Docks to discharge, than in the present defective and expensive system of unloading in the River, and watching the cargo in detail in lighters until landed.

With

With every advantage of Docks in other situations, they will always be subject to risks, detentions, and port-charges, to which the proposed Docks will be exempted.

In the Canal, ships might be put under protection and regulation as to the mode and time of passing, between sun-rise and sun-set, for the convenience of the passenger and security of the revenue, and not be permitted to break bulk or open their hatchways until they come into Dock. Officers can, with greater facility, watch, protect, and detect, in the Canal than in the River, and particularly as there will be few lighters and boats in the Canal, or receiving-houses along-side its banks. Little smuggling could go forward with the hook and line without noise or detection; besides letting down sugar and other property into the water without injury or previous preparation on-board.

It would also be much easier to correct the evils on the Canal by regulations, than have hitherto been effected upon the River. Even the Bomb-Boat Act has not prevented boats in the River smuggling, particularly
at

at night-time, which gives every means, opportunity, and security, to plunder.

There was little objection as to the line of Canal up to Gloucester about smuggling.

MEANS OF EXTENSION.

Though the boundaries or general outlines of the ground were obliged to be specified, yet the form and number of the Docks may be varied, increased, and subdivided, according to convenience or to the calls of trade.

The Canal itself forms a large Dock, capable of a number of recesses and depôts, or magazines, for corn, coals, timber, and other articles, so as to give to the metropolis security, cheapness, and easy cartage, upon emergencies or in times of frost, independent of forming depôts for foreign trade, and of lessening some of the supposed apprehensions of risks about fire in Docks and in the River.

The Canal would in itself make a great leading feature, and form one of the entrances or avenues to a series of docks, in the vicinity of the metropolis on the north side of the Thames. These Docks might be made in the Isle of Dogs and higher up on each side of the Canal, with several communications to the River for various classes of trades and objects, and would unite, by means of inland navigations, in one great system, our foreign and our internal trade.

Though the intended Bill was limited at this moment to a specific object for present accommodation, yet there will be found leading principles in it of making depôts on the most extensive scale, and of forming a basis for future extensions whenever an increase of commerce or a change of circumstances should call for them.

In forming, however, these extensions, relation should be had to the times, to the nature and extent of our commerce, the comparative bulk of our foreign and our domestic trade, and to those regulations and situa-
tions

tions that are the most peculiarly adapted to their respective and particular interests and convenience of those trades; and it will become a question how far the coasting-trade and colliers, on an extensive scale, are attached or will attach themselves to the bed and the banks of the River; and whether, if placed into Docks, they would not require the same lighter-navigation as at present, without lessening some of the evils occasioned by the crowded state of the River? In many cases, the coasting-trade would be removed from their accustomed wharfs, along the banks of the River, where they already discharge under cranes.

Leaving the principles of the Bill and the necessity of the Docks to stand or fall by the support or wants of the public, I shall make a short reply to the objections of the London-Dock Company being monopolists, and to the length of time of making the Docks.

In general, Corporations possess great monopolies and exclusive privileges; but the London-Dock Company ask no exclusive ones, they invade few rights, take away no tolls from

the City which are levied on the commerce of the port by charters or acts, and leave other plans open.

All ships will have the liberty to go into the Docks, and, when in them, to discharge at their own discretion at the quays or into lighters, and thus accommodate every part of the River.

They ask no parliamentary aid, and only its sanction to purchase and satisfy for lands, houses, and interests, and to have powers of internal regulations.

The time of completing the Docks has been another *objection*. Parts may be finished and used in about two or three years, and afford speedy relief, while the greater works were carried on; and, on a peace, employment might be given to a number of hands, dismissed from public service.

A limitation of dividends was made to correct evils found in some other public undertakings, and to compel a reduction of rates or extension of conveniences. Many companies

companies and canals are limited as to dividends.

What constitutes a part of the merit of the Bill has been objected to as its great defect, and has been industriously and *purposely misstated*, to mislead the public mind, by men whose stations were created for public convenience, and not for their own private emolument, and who would not like their own monopolies or their own profits to be checked, limited, or controlled.

The present plan has been proposed and supported, by mercantile interests, for commercial convenience, and to correct the evils which they themselves labour under. If it be asked, under whose management should the plan be carried into execution? the same reply may be given which some of the old wise merchants of France gave, in the days of M. Colbert, when he asked them how he could best serve and promote commerce, "*Laissez nous faire.*"

The merchants are the best guardians of commerce, and the best know their own wants,

wants, and are the best able to correct their own evils. Their plans will create dispatch and competitions in a port that has for years laboured under combinations that have been injurious to property and to revenue, and oppressive to commerce.

London,
March 29, 1796.

THE END,

THE LONDON-DOCKS.

LONDON-TAVERN, *January 5th, 1796.*

At a General Meeting of the SUBSCRIBERS
to a Fund for forming WET DOCKS at
Wapping, and a Canal from *Blackwall*, held
here this Day,

EDWARD FORSTER, Esq. in the Chair,

The Chairman communicated to the Meeting the following
Report:

A T a GENERAL MEETING of the Merchants of *London*, in the Month of March, 1794, they were so fully convinced of the Inconveniences and Injury the Trade of the Port of *London* sustained, and had sustained, from a Period as early as the Beginning of this Century, from the confined Limits of the Wharfs, and the crowded State of the River, that a Committee was named to consider what might be a proper Remedy; who, after much Attention given to the Business, were of Opinion, that, among the many Plans which had been submitted to their Consideration,

A

that

that for forming Wet Docks at *Wapping*, with Wharfs on their Borders, was likely to be the most effectual in removing the Inconveniences which checked the increasing Trade of the Port of *London*.

This Opinion they reported to a General Meeting of Merchants in March, 1795, which was approved by them; and the Committee were desired to take into Consideration the Propriety of opening a Canal from *Blackwall* to the Docks in *Wapping*; which, having done, they found themselves warranted, by the Information of able and experienced Surveyors, who were employed to make actual Surveys, and by the Opinion of the Gentlemen of the Corporation of the Trinity-House, to state both these Plans as practicable; and recommended a Subscription to be opened for the Sum of £800,000 to carry them into Execution, which was subscribed on the 22d and 23d of December, 1795.

It becomes now expedient, that the Subscribers should be informed what has been considered as proper to be submitted to Parliament to obtain the Sanction of the Legislature for instituting the Corporation of the DOCK COMPANY to carry on the Works necessary to form Docks, which may, when completed, contain 388 Ships of 400 Tons Burthen and upwards, with Room for Shifting and Lighters; and the further Accommodation of a large Lighter-Dock communicating with the River and the Docks.

IT IS PROPOSED,

THAT the Subscribers should be a Corporate Body, to be called the LONDON-DOCK COMPANY; to have Succession, a common Seal, and the usual Privileges of a Corporate Body.

That

That an annual Election of Twenty-Four Directors should be made by Ballot, who shall, from among themselves, appoint a Chairman and a Deputy Chairman.

That no Person shall be qualified to be chosen a Director, unless possessed of One Thousand Pounds Stock in his own Right.

That the Stock shall be saleable and transferrable.

That no Proprietor's Estate shall be liable to any Call or other Demand, beyond the Amount of the Stock he shall be possessed of.

That the Stock of the Company shall not be liable to any foreign Attachment.

That no Dividend shall, at any Time, exceed Ten per Cent. per Annum; and that, when the Dividends shall amount to that Rate, the River and Dock Duties shall be reduced; unless it should be necessary to reserve any Surplus for contingent Improvements.

That a Proprietor, possessed of £500 Stock, shall have One Vote; £1000, Two Votes; £5000, Three Votes; and £10,000, Four Votes; and none to have more than Four Votes.

That all Questions shall, if required, be determined by Ballot; the Chairman having voted as a Proprietor; in Case of an Equality of Numbers, to have the casting Vote.

That, if the Capital shall not be found sufficient, the Company may however a limited Sum, and assign the Rates as a Security.

That no Call shall exceed Ten per Cent. at any One Time; and no Call shall be made within Two Months of a former Call.

That Proprietors neglecting to pay any Call for Two Months shall forfeit Five Pounds for every £100 Stock; and, if any Call be neglected for more than Two Months after Notice given, their whole Shares and Interest in the Undertaking shall be forfeited, unless otherwise determined at a General Meeting of Proprietors.

That the Value of the Premises to be purchased shall be settled by a Jury, unless agreed on by the Parties.

That Rates (with some Exceptions) shall be paid by Ships coming into, and going from, the Port of *London*.

That the Rates shall be deemed a Port-Charge.

That the Wharfs shall be made Legal Quays.

RESOLVED,

THAT the following Persons be a Committee for carrying into Execution the Plans for forming Wet Docks at *Wapping* and a Canal from *Blackwall*; and that they be empowered to add such Persons to their Number as they may judge to be useful to them in the Conduct of the Business.

THOMAS	BAINBRIDGE, Esq.
JOHN	BEACH, Esq.
H. M.	BIRD, Esq.
THOMAS	BODDINGTON, Esq.
SAMUEL	BOSANQUET, Esq.
	JOHN

JOHN	BRICKWOOD, Esq.
ALEXANDER	CHAMPION, Esq.
CHRISTOPHER	COURT, Esq.
ROBERT	CURLING, Esq.
JOHN	DEFFEL, Esq.
WILLIAM	DEVAYNES, Esq.
JOHN	DUNNAGE, Esq.
SIR JOHN	EAMER.
EDWARD	FORSTER, Esq.
SIR RICHARD CARR	GLYN.
CHARLES	GRANT, Esq.
GEORGE	HIBBERT, Esq.
JONATHAN	HOARE, Esq.
JOSEPH	HUDDART, Esq.
ROBERT	HUNTER, Esq.
JOHN	INGLIS, Esq.
THOMAS	KING, Esq.
WILLIAM	LEIGHTON, Esq.
BEESTON	LONG, Esq.
JOHN	LYALL, Esq.
SIR RICHARD	NEAVE, BART.
JOHN	PERRY, Esq.
ROBERT	PRESTON, Esq.
CHARLES	PRICE, Esq.
WILLIAM	RAIKES, Esq.
JAMES	REED, Esq.
G. L.	REED, Esq.
ABRAHAM	ROBARTS, Esq.
PHILIP	SANSOM, Esq.
WILLIAM	VAUGHAN, Esq.
JOHN	WHITMORE, Esq.
JAMES	WILLIAMS, Esq.

RESOLVED,

RESOLVED,

THAT they be directed to prepare a Petition to Parliament for Leave to bring in a Bill.

RESOLVED,

THAT they do prepare a Bill for constituting the Subscribers a Corporate Body, and for other Purposes proposed by the Subscription.

RESOLVED,

THAT they may be empowered to take such Steps as they may judge most expedient to promote the Progress of the Bill through Parliament.

RESOLVED,

THAT, under the Direction of the Committee, an immediate Call be made of Five per Cent. on the Sums subscribed, to be paid into the Bank of *England*.

RESOLVED,

THAT the Committee, or any Sub-Committee, to be by them appointed, be empowered to draw on the Bank of *England* for such Sums as may be necessary for current Expenses.

RESOLVED,

THAT the Committee be empowered to appoint a Solicitor or Solicitors, Surveyor or Surveyors, Clerks, and Affiliants, and generally to pursue all such Measures as they may judge expedient to promote the great Purpose of the Subscription, until an Act of Parliament shall pass to form the Subscribers into a Corporation.

RESOLVED,

RESOLVED,

THAT the Committee be desired to send to the City of *London* a Copy of the proposed *London-Dock* and Canal Bill as soon as it is perfected.

RESOLVED,

THAT the Thanks of this Meeting be given to the Chairman, Deputy-Chairman, Treasurer, and Committee, who have prepared the Business for this Meeting.

RESOLVED,

THAT the Thanks of this Meeting be given to WILLIAM VAUGHAN, Esq. for the Assiduity, Attention, and Ability, he has manifested in the Assistance he has given during the Progress of the Business.

RESOLVED,

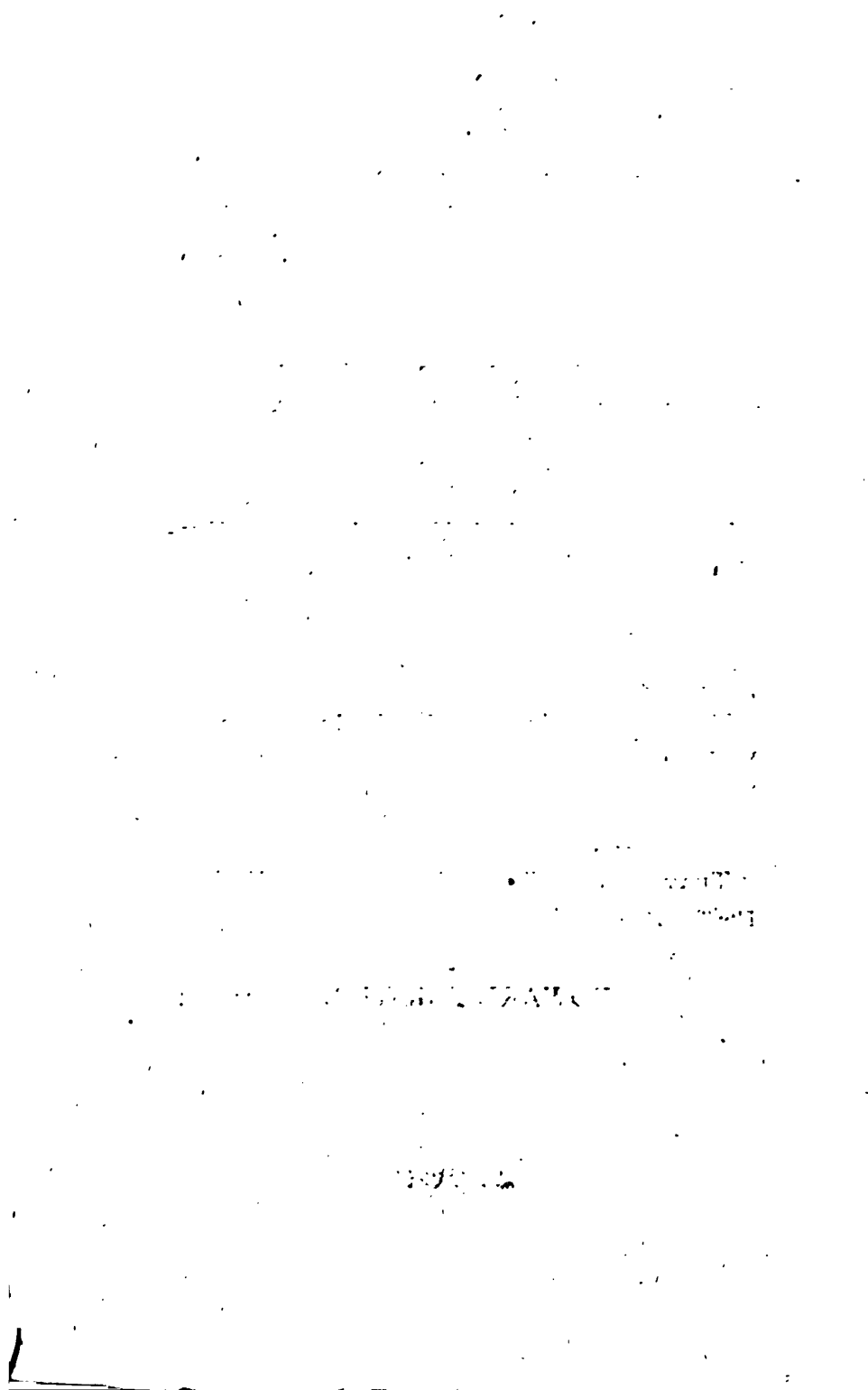
THAT the Thanks of this Meeting be given to EDWARD FORSTER, Esq. for his able Conduct in the Chair.

RESOLVED,

THAT the Proceedings of the Day be advertised in the public Papers.

EDWARD FORSTER, CHAIRMAN.





A
COMPARATIVE STATEMENT
OF THE
ADVANTAGES AND DISADVANTAGES
OF THE
DOCKS IN WAPPING
AND THE
DOCKS IN THE ISLE OF DOGS,
WITH
GENERAL REMARKS
ON THE
ADVANTAGES

Of making the PORT OF LONDON a great Dépôt.

THE SECOND EDITION.

London:

PRINTED BY H. L. GALABIN, INGRAM-COURT,
FENCHURCH-STREET.

May 30, 1799.





A

COMPARATIVE STATEMENT, &c.

AFTER five years discussion of various plans to remedy the evils of the Port of London, two of them, from their object and magnitude, appear to have claimed attention, as promising the most to give accommodation and relief to shipping and to commerce. As evils and the want of accommodation are now acknowledged by all, and as it is also equally admitted by all, that Docks alone can give an effectual and adequate relief to the great and to the increasing trade and shipping of the Port, it will require little, beyond recurring to great leading principles, to give a fair and candid outline of the two plans now before the Public, and before Parliament, as competitors, or rivals, for preference and adoption. In order to draw great leading points to a focus, and to let each plan stand

upon its own merits on the broad basis of Convenience, Utility, and Security, the following outlines are submitted to consideration.

THE
M E R C H A N T S P L A N
FOR THE
WAPPING-DOCKS.

THE most prominent features of this Plan may be stated as the giving convenience and accommodation to shipping and to trade, by bringing loaded ships on their first arrival from sea into Port into Docks at Wapping, to discharge under cranes, out of the tide-way, in the vicinity of the city, and in the heart of the great leading manufactures of the Metropolis, without the necessity of lighters, unless by choice. By thus encouraging our commerce to float within the Port, with as few port-charges, risks, and peculations, as possible, we encourage a home-consumption by cheapness and dispatch, and invite foreigners to come here, as well as the better enabling of us to meet them in their own markets.

The

The Docks aim at no monopoly; they neither compel nor exclude any trade to or from them, but, like the true principles of commerce, leave ships and trades to use them or not at their own discretion.

By making Docks in Wapping, it would be adding, as it were, a new Mechanical Power to the great machine of Commerce, without disturbing any or creating New Port-Charges, or New Burthens upon trade, beyond the tolls upon shipping. The Wapping-Dock Bill leaves the rights, privileges, and revenues, of the City secured and uncontrolled;*

* Though the City's Revenues are great, yet the revenues drawn from Commerce are small, and their power to correct abuses and to punish offences for depredations are still less, from the River and its banks being out of their judicial jurisdiction. Their revenues, dependant on Commerce and the River, are annually for,

Scavage and Package Duties, about	£ 4,500
Water-Bailiage	1,000
Groundage of Colliers and Bailiage of Coals	850
	<hr/>
	£ 6,350

The profits of the Corn and Coal Meters places, instituted to administer justice between the buyer and seller about £ 9,000

The remainder of their income proceeds from the rents of markets, liveries, estates, &c. &c.

and interferes not with the regulation of the revenue-laws, which every where attaches itself to Commerce wherever shipping floats, and which will remain in as full force in Docks as they do on the River and at the Legal Quays; with having, however, a greater advantage and security by landing of goods from the ship's side to the king's beam, immediately on her arrival in Port. The Docks will be capable of receiving about 450 ships at a time, with room for quays, wharfs, and warehouses, on an extensive scale; and to discharge their cargoes during all the hours of the day for business without interruption, or the being dependant upon Craft or on Tides.

COST AND WORKS are estimated at £950,000, with great allowances for contingencies. The Plan is supported by the great mercantile interests of the City of London, who have subscribed £800,000, and deposited 5 per cent. on £787,600 into the Bank. The number of subscribers is 646. The difference was occasioned by deaths in the interval of payment.

TIME REQUIRED FOR EXECUTION. — The first year would be spent in purchases, preparations, and the pulling down of buildings, and in forming the basons, outworks, &c. These would be finished so as to give relief and accommodation in the third year;

year; while works would be going on progressively, according to wants, until the whole was completed; with subdivisions for the adoption, security, and convenience of trades. If it had not been for the delays occasioned, by a vexatious opposition, the Docks by this time would have been nearly executed, and depredations and accident would have been avoided that would, probably, have far exceeded the cost of these Docks. It is not, perhaps, stating too much by saying, that, if the City had got possession of Wapping, as to spot, and had had the Merchants Capital, surveys, &c. objections to the Docks in Wapping would have long ago ceased, and the City would have been foremost in the execution of them.

In the first purchases, accommodation and convenience are obtained from the Docks being seated in the heart of the sugar-refining houses, the great leading manufactories of the metropolis, their nearness to the tobacco-warehouses, and their great vicinity to the City.

There requires no new town to be built in Wapping, and most of the Houses to be taken down are in the last stage for habitation. The expense of labour and materials for the works will be the same, and not more, than in all other situations in the River. From the first cost of the premises

should be deducted an ANNUAL SAVING of many thousands a year to the public and individuals in PERPETUITY, by vicinity, and the convenience and facility given to all whose avocations require a daily attendance with the Docks, Shipping, and the City.

Let any man calculate the distance of time and expense between one Dock and the other, or from one mile and four miles to and fro, day by day, and year by year; or the inconvenience of having his gardens and offices four miles from his place of residence; he may then estimate some of the inconveniences and expense to commerce.

The convenience of vicinity to the City is incalculable. The Docks in Wapping being within 400 yards of the Tower, and the extremity of them within one mile, and the whole much nearer than a great number of the Sufferance-Wharfs. By thus bringing home men's business to their own homes and their own doors, it gives (what money cannot purchase) time, convenience, dispatch, and economy, to every department or class of men, interested in commerce or shipping, as well as the power of an hourly and daily inspection; all of which, in a great national point of view, greatly contribute to form the capital and the commercial character of this country.

Dock-

DOCK-RATES. — All colliers, coasters, and vessels laden with corn, from any part of Great Britain to the Port of London, to be exempted from all tolls, unless they use the Docks.

Ships from foreign parts to pay a river-toll from 2*d.* to 6*d.* per ton.

All ships using the Docks to pay from 8*d.* to 2*s.* per ton.

Foreign ships to pay no more than British.

All lighters and craft, entering the Docks to discharge or receive goods or ballast to or from any ship, to be exempt from all toll.*

DIVIDENDS not to exceed 10 per cent. and all above to be applied to farther improvements and extensions, or a reduction of rates.

PORT-CHARGES. — These Docks create no new Port-Charges in or out of the Docks beyond the Tolls on shipping. The expenses of delivery

* At Liverpool, coasters pay from 2*d.* to 4*d.* per ton: ships from foreign voyages, 10*d.* to 1*s.* 6*d.*: foreign ships pay the same.

At Hull, coasters pay from 2*d.* to 6*d.* per ton: ships from foreign voyages, 8*d.* to 1*s.* 6*d.*: foreign ships pay double, 1*s.* 4*d.* to 3*s.* 6*d.*

from

from the ships, the landing, housing, discharging, and all charges within the Dock-Premises, will not exceed the common charges for the like services performed either in the River, at the Legal Quays, or at the Isle of Dogs; and the expense of cartage to the seat of manufacture and consumption will be, on the whole, about the same as from the Legal Quays; on the contrary, the Docks will give more dispatch, and lessen Port-Charges, risks, and other expenses.

REVENUE. — To government, Docks will be a great saving as well as security, from ships being able to discharge in one-third of the time they do in the River, and not requiring one-half of the men now requisite for the purposes of Revenue. At present, from 1,600 to 1,800 men are employed by the Customs in the collecting and guarding of the Revenue; about 250 of them are in the Custom-House and landing departments, the remainder are principally employed as tidemen or watchmen in the guarding of property, until duties are ascertained, secured, or paid.

No new Revenue-Board or establishment in Wapping will be necessary: the great leading arrangements of imports and exports, and the payment of duties, might be managed at the Custom-House under the eye, command, and control of the

the present Board, in the same manner as is already done at the Legal Quays and Sufferance-Wharfs, except with the addition of a few land-waiters, and an office erected for the convenience of officers necessary for the execution of the common routine of their business.

If ever a general or a more enlarged bonding-system should prevail, the warehouses intended to be built might be under the king's and the merchants' locks, and under the same regulations as the East-India Company's, or other private warehouses and vaults.

Though warehouses form a part of the Dock-Plan in Wapping, yet they do not constitute an immediate part of the estimates; because rents for the housing of merchandize would create funds for their own, and their speedy erection, under such restrictions and regulations, as to construction, sub-divisions for trades, security of property, and from fire, as might be deemed necessary: the buildings to be fire-proof, and the whole of the Dock-Premises to be surrounded by a dead wall.

While the Docks in Wapping would correct the great evils and monopolies of the Port, the legal quays would participate in the general relief to trade,

trade, from the vicinity of the vaults and warehouses within the City, and of their being under the eye-inspection and lock of the merchant, and create, at all times, a competition in many leading branches of import, such as sugar, wine, brandy, rum, fruit, &c. and greatly preserve a preference in all objects of exports.

The Wapping-Docks would also tend to lessen the expenses of a ship's delivery. As, at present, a vessel of 250 tons, with 350 hogshheads of sugar and 100 puncheons of rum, discharges her cargo in the River for about £100.
In the Docks, including tolls 43

Balance in favour, £ 57

These Docks would frequently tend to correct the conversion of lighters for one or two months into floating-warehouses, in order to release the ship of her cargo, to the great delay and inconvenience of the merchant, without his being able to command his property, and at times attended with the loss of markets, independant of plunder, risk, and the being obliged to pay rent for goods not landed from the time of the ship's reporting.

These

These Docks would, in times of scarcity and frost, favour the making a depôt of coals for the Metropolis, and check the great evils that valuable and important branch of trade labours under, and tend to give to the public a more steady and permanent supply.

The Merchants Plan has been supported by sundry petitions to Parliament from almost all the Public Commercial Bodies of the Metropolis, and from many classes of Merchants and Traders of various descriptions.

OBJECTIONS.

THE DANGER OF FIRE. — Under regulations, ships in Docks will be attended with fewer risks and have more assistance than ships in the River lying in tiers, grounding at low-water, and without any regulations. It is a remarkable fact, that, with such a combustible property as a ship and its cargo, so few accidents happen at sea or in port; and that in all Docks established in this and other countries, scarce an accident has been known. The rate of insurances on ships against fire in Docks are not greater than in the River.

THE

THE IMPRACTICABILITY OF LARGE SHIPS COMING UP INTO THE POOL, AND OF THEIR ENTRANCE INTO DOCKS. — It has been also stated, that no ship could or ought to come up into the Pool of greater tonnage than 260 tons to 300, or draught of water than 14 or 15 feet. Facts are stronger than opinions; out of thirteen to fourteen thousand vessels that arrive annually in the Port of London, above nineteen-twentieths of them do actually load or discharge in the Pool; and the ships that lie at Deptford are prevented from coming into the Pool more from the want of room, than the want of water. Of all the ships that frequent the Port of London, there are few that have not or that could not discharge in the Pool, except East-Indiamen. There are also few ships above 450 tons, and but few that draw above 17 feet water. By making the Sills of the Dock-Gates six feet below low-water-mark, in the manner of Hull-Dock, few, if any merchantmen to this Port, would be excluded an entrance into the Docks, even at neap-tides.

The

The following Tables will convey a satisfactory reply to many inquiries. Out of 2263 sail, that arrived from foreign parts in 1798, exclusive of East-Indiamen, there were only 36 ships above 500 tons; and, out of the arrivals from the West Indies, there were only 7 ships above 500 tons, two of which were large prize-ships above 600 tons; and there were only 13 ships of and above 18 feet draft of water.

Ships arrived from foreign parts for the year 1798,

Amounting to	100	Tons and under	200	N ^o Ships.	Total.
	200	- - - -	300	996	
	300	- - - -	350	675	
	350	- - - -	400	302	
	400	- - - -	450	115	
	450	- - - -	500	65	
				24	
	500	- - - -	550	27	2,177
	550	- - - -	600	5	
	600	- - - -	700	4	
	700	and upwards	- - - -		36
					50
					2,263

Coasters and Colliers are not included.

Ships

*Ships arrived in the Port of London with West-India
produce for one year, ending March 25, 1799.*

Rate of Tonnage.		Where discharged.			
	Tons.	In the Pool.	At Deptford.	Limehouse.	Total.
Under	100	3	—	—	3
100	150	22	—	—	22
150	200	44	—	—	44
200	250	70	3	1	74
250	300	60	4	3	67
300	350	63	21	2	86
350	400	20	22	1	43
		282	50	7	339
400	450	3	6	—	9
450	500	1	10	—	11
500	535	1	4	—	5
600 & upwards,		—	2	—	2
		287	72	7	366
Uncertain					1
Total					367

The

The same as to draft of water, and where discharged.

	In the Pool.	At Deptford.	Limehouse.	Total.
20 feet draft,	—	2	—	2
19	—	2	—	2
18	—	9	—	9
	—	13	—	13
17	31	21	1	53
16	58	30	2	93
15	62	6	2	70
14	49	1	2	52
13	33	1	—	34
12	18	—	—	18
11	11	—	—	11
10	4	—	—	4
9	2	—	—	2
	268	72	7	347
Not particularly stationed . .				20
Total* . .				367

Out of the 72 ships that discharged at Deptford this last year, on account of fleets arriving so closely on each other, about three-fourths of them have in former years discharged in the Pool.

The American and Hamburgh ships are numerous, and many of them are large, and from 200 to 400 tons; their draft of water has been stated

* N. B. Of these 20 ships, 1 was of 17 feet, 3 were of 16, 4 of 15, 6 of 14, 3 of 13, and 3 of 12 feet.

from about 14 to 18 feet, and their stations in the River between Iron-Gate and Union-Stairs. The Tobacco-ships, which are also large vessels and numerous, discharge by law at Union-Stairs. They all lie above the entrance to the Docks at Shadwell; and most of them above and about the Dock-Entrance at Bell-Dock.

It has been stated in evidence, that not above 560 ships can lie afloat at a time in the Pool at low water. That Coasters lie and discharge on the banks of the River, and that the Colliers and West-Indiamen occupy the Pool, while Timber-Ships discharge principally at Limehouse, or at or about Hanover-Hole. Colliers and Timber-Ships employ six-sevenths of the craft upon the River; and, from the nature of those trades, no Docks could supersede the necessity of craft to them, or those craft floating up and down the River every tide, independent of timber-rafts.

Another objection stated, is the destruction of a number of houses in Wapping.

The spot is low, and was formerly marshy, until the embankments upon the River kept out the tide, which even now runs up into the ditches. Its extent is about 96 acres of land, divided into Areas, or squares of gardens, wastes, and fields.
The

The spot and situation are well adapted for the proposed Docks. There are 700 houses and 1,300 tenements on it, of which 1,500 are old houses and tenements, and 1,100 are inhabited by the poorest class, and are under 6*l.* or 7*l.* annual value. The inhabitants on the premises and in the neighbourhood have had so little apprehension of ruin or distress, that 2,070 inhabitants of different houses have signed the petition to parliament in favour of the Wapping-Docks, that they might be carried into execution, and that they would be much injured if the Docks were made elsewhere, to the great increase of the poor and the poor's rates.

SHADWELL WATER-WORKS. — Since their junction with the West-Ham Water-Works, they have extended their line of supply. Little danger of injury need be apprehended, as pipes might not only remain nearly as at present, but they might even throw them across the River to supply Rotherhithe, in the same manner as Hampton-Court is supplied, from springs at four miles distance on the other side of the River. There would be also little danger of injury to the public by a want of water, as the New River water-works come down to Wellclose-Square in Ratcliffe-Highway. A provision is, however, made in the Bill for the Dock-Company to purchase these works, at a fair valuation, in order to supply this district.

THE SEWERS are objects of a minor consideration as to management and expense, and the Bill makes a provision for their being turned out of the Dock-Premises at the expense of the Company and under the inspection of the commissioners of Sewers.

ISLE OF DOGS.

THE situation of the Isle of Dogs is convenient for the making of Docks and for the reception of ships: it would save a circuitous navigation round the Isle of Dogs into the Pool.

The object proposed by this plan is to discharge all West-India Ships; to build warehouses for 46,000 hogshheads of sugar, 16,000 puncheons of rum, and 35,000 casks of coffee, and also for the reception of wines and other articles of merchandize. It is assented to by the City of London, and approved of by a respectable number of planters and merchants; the whole to be surrounded by a dead wall, and capable of containing 430 ships. A second object is a Canal from Blackwall to Limehouse,

house, to avoid the circuitous navigation round the Isle of Dogs, with double gates to open and shut with the tide. The whole estimated at about £560,000, with a power to borrow on the whole a capital of £720,000. The spot is vacant and low, and at present with few houses attached. The number of subscribers, in the schedule annexed to the petition for bringing in the Bill for the Isle of Dogs' Plan, is forty-three, and the subscription amounted to £104,000.

The protection and security of property and to revenue, and the facility and expense of landing, housing, delivery, or shipping of goods within the Dock-Premises, as well as all internal arrangements of management, and the precautions about fire, with provision for a Bonding-System, may be deemed equally general to both plans.

Its superior advantage is only a less expense in the outset of the first purchase of premises. The cost of works, the time of execution, and all other circumstances as to the making of Docks, are equal and common to both plans, as well as to others in similar situations.

DOCK AND CANAL RATES are upon ships, and upon goods, by a River and by a Dock toll. The rates and charges are higher than at Liverpool or

Hull, or than proposed in the Docks in Wapping.

RIVER-TOLL.

On all Colliers and Coasters, for every voyage, both in and out of the port inclusive, 2*d.* per ton.

Exemptions. — Vessels under 45 tons, or vessels coastwise with corn, and fishing-vessels.

Also on all vessels entering *inwards* from foreign parts, according to particular countries, a toll from 2½*d.* to 7*d.* per ton.

Also on all vessels, clearing *outwards* to foreign parts, a farther toll of 2½*d.* to 7*d.* per ton.

DOCK-TOLLS ON SHIPS.

On all Ships using these Docks, per ton, 6*s.* 8*d.* for the use of the Docks for six months, the unloading of cargoes, land-waiters fees, and cooperage on unloading.

Exemptions. — All lighters and craft to receive or take away ballast or goods to or from ships in Docks.

ON

ON GOODS.

On certain enumerated articles, to be paid by the owner, and amongst others, the following rates.

Sugar	9d. per cwt. or 10s. 6d. per hhd.
Rum	1d. per gal. or 8s. 4d. per punch.
Cotton	2s. 6d. per cwt. or 7s. 6d. per bag.
Pimento	3s. 2d. per cwt. or 3s. to 4s. per bag.
Coffee	1s. 6d. per cwt. or 9s. per cask.

For every cask, bale, or package, not enumerated, above 2 cwt. and under 5 cwt. 5s. each; under 2 cwt. 2s. 6d. each.

All articles of merchandize, loose, (wood excepted,) not enumerated, chargeable to any duty of customs, 1s. per cwt.

Ditto, loose, not enumerated whether subject to duty or not, a Dock-Rate on landing not exceeding the rate used in the Port of London: *for lighterage and landing, loading and housing, the same as elsewhere.*

The Dock-Rates on goods are to pay for all charges for landing, housing, rent, &c. and for the delivery of goods within the Dock-Premises until carted or lightered away from thence. Also for all land-

waiter's fees on all goods after being unshipped, and to be free from rent for three months.

All Ships with WEST-INDIA produce are COMPELLED to use these Docks. Independent of the above tolls of 6s. 8d. per ton on ships, they pay a farther toll of 7d. per ton entering *inwards*, and also the same on clearing *outwards*.

The amount of the tolls, only on the shipping and import from the West-Indies for the year 1793, may be briefly stated as follows:

Tolls on ships in Docks, 6s. 8d. per ton,	£31,000
River-Toll in, and out, 1s. 2d. ditto,	5,400
Toll on produce imported to clear all	
charges and rent for three months . .	87,000
	<hr/>
	£124,000

Exclusive of cartage* from the Docks to	
the seat of consumption or manufacture,	
according to present rates . .	£36,000
Deduct one-third, supposed for	
export or over-rate, &c. . .	12,000
	<hr/>
	24,000
	<hr/>
Making	£148,000
	<hr/>

* If sent by lighters to the Legal Quays, with landing and loading charges and cartage from thence, the expense is about £2,500 less.

as an annual charge or impost on the West-India trade, for port-charges, &c. besides inconveniences, delays, risks, and expenses, that are incalculable.

This amount far exceeds any statement for the same number of ships and the same imports, either for ships discharging in the River and landing their cargoes at the Legal Quays, and cartage from thence : or from the West-India trade discharging in the Docks in Wapping, with cartage from thence. The estimated charges on the same, with cartage, and three months rent, in Wapping-Docks*. £ 84,878
 River and Legal Quays 105,189
 Isle of Dogs 148,309

O B J E C T I O N S.

The question is not about the making of Docks, according to the mere local fitness of the spot for them, but that the spot and the Docks should be fitting to the accommodation of the Port; and to

* The charges in the Docks in Wapping and at the Legal Quays are calculated for three months, as in the plan for the Isle of Dogs. The port-charges for Wapping are taken at the same rates as charged at the Legal Quays. All reductions of port-charges will be in favour of the Docks in Wapping.
 combine,

combine, in all its operations, utility, economy, and dispatch. It requires, perhaps, something more than the mere eye of professional men, as to the eligibility of the spot, from locality of advantage. It must be combined with an accurate and discriminating knowledge of the Commerce of the Port, its accommodations and its wants, in order to adopt such system as shall unite great objects of encouragement to import, export, depôt, manufacture, and consumption, with as few risks and port-charges as possible.

In the Plan for the Isle of Dogs, the first cost is not the only one; the nature and springiness of the soil will, perhaps, create a risk and an expense far beyond present estimates, and render vaults to warehouses either damp or wet, or perhaps useless; independant of doubt about the goodness of foundations; and the occasioning an immense expense in driving of piles, &c. and of guarding against the evils of water perpetually oozing through the soil while works are completing, and when completed.

The spot for Docks in Wapping is inland and healthy, and freer from the fogs and exhalations of the River than the Isle of Dogs. The former is more surrounded by habitations, where fires would add dryness to the atmosphere, and in some measure
lessen

lessen the humidity accompanying the colder and damper situation of the Isle of Dogs. Exclusive of health, damp situations also greatly influence the appearance, value, and condition of several species of merchandize, and particularly those that easily dissolve, a loss which cannot be estimated, but which is inconceivably great to persons experienced in facts of this nature.

The expense of building a NEW TOWN for the accommodation of all interested in the business of the Docks and of shipping, and for the repairs, outfits, and equipments, independent of sacrifices and expenses occasioned by the removal of trades and professions from one spot to another, will be no inconsiderable expense, and the sinking a capital, perhaps, nearly equivalent to the Cost of the Docks in the Isle of Dogs.

Another objection is the great expense in the removal of Sugar and other products to the seat of manufacture, or consumption. By land, the cartage will be generally from two to four or five miles; and, by water, the distance will occasion the expense and risk of lighterage; with all the hazards of speculation, as at present, and additional landing-charges and cartage from thence to the places of delivery, at the cost and the risk of the Buyer. The extra cartage and lighterage will operate
as

as a severe tax upon the refiner and consumer, and the planter himself will frequently pay for it, either in a direct allowance of the same or in more than a proportionable reduction in the price of the commodity. The lotting, the weighing, and the delivery of sugars, are done at the legal quays, under the orders of the sugar-buyers, and frequently under their own inspection: the moment of purchase is also often the moment for immediate delivery, in order to set or to keep houses at work for the same, or for the ensuing day. A removal of the trade to the Isle of Dogs will be, to the buyers, annually, a delay, inconvenience, and expense, and in the appointment of men to do their out-door business at such a distance, independent frequently of stopping the refiners in critical stages of manufactory, by the want of the delivery or of the necessity of purchasing a quality of sugar they may suddenly require. In times of frost and snow, the navigation of the river for craft is frequently impracticable, and the cartage by land would at times be so much impeded from the badness of the roads as to check the refiners in their operations, and of providing for a spring or an export market.

Another difficulty presents itself: — whether the buyers will take sugars, on the delivery-weights, in the Docks; and, on a difference from plunder and other

other causes, who is to bear the loss? Any turn of the scale to balance these evils, or the distance, will be in favour of the Refiner and against the Planter.

At times, the wind and tide will be too strong and too rough for ships and craft to come in or go out of the Docks at Blackwall or at Limehouse, and it may probably be necessary to remove a number of timber and other ships from the entrance of the Canal at Limehouse, to preserve a better entrance. Any removal of them will occasion an additional obstruction to navigation in the Pool.

To these must be added a DAILY AND ANNUAL TAX, IN PERPETUITY, upon the time and purse of all whose concerns oblige a constant attendance in the Docks and in the City, the distance of which is four miles out, and four miles home. Distance is also unfavourable for frequent inspection, dispatch, and control, and will throw business more into the hands of brokers and agents, with a great expense upon Trade and to Merchants, and with great delays and blunders in the execution of business.

The ACCUMULATION of all these evils and expenses will infinitely out-balance any difference of cost between these Docks and those in Wapping; and, if the latter was to cost from £300,000 to £400,000 more in the first cost, with the same object

ject and for the same extent, the difference would soon repay itself, both in revenue to the public and to the purse of the individual.

REVENUE. — The security to property and to the Revenue is admitted to be the same in both Docks; but the Isle of Dogs will require a separate revenue-establishment; and, in proportion to its respectability and responsibility, it must necessarily be more expensive. If it is merely a subordinate one, it must produce greater delays than even at present.

COMPENSATIONS. — The claimants for compensation are GENERAL, and *common to both plans*. They have been great and numerous to each; but, before they are indiscriminately admitted to their full extent on either, a reference should be had to what constitutes rights, and who are the real sufferers, and who are the most entitled to relief. The Legal Quays and Sufferance-Wharfs were instituted as public objects for the convenience and the security of Revenue. They are not under the power or control of the City, but the appointment is vested by the legislature in the Court of Exchequer; who has power to make, extend, or destroy them at pleasure, in or out of the City, to convert Sufferance-Wharfs into Legal Quays, and even to remove the Port itself into the Medway, without

out infringing the charter, power, or rights of the City. The Quays and Wharfs of the Port are private property, and have had a monopoly of shipping and landing the trade of the port ever since the fire of London, without being able to give accommodation adequate to the wants of the public. The trade is greatly increased since then, and the accommodation remains the same. If monopolies claim compensation, the Merchants of London have still stronger claims for the injuries sustained by commerce, by that monopoly, which is annually, from the nature of it, the Parent of most of the delays and charges on property floating within the Port, from the ship to the wharf. The principal claimants, beyond purchases, &c. attached to the local spots of both plans, are, Compensation to the Legal Quays, to Sufferance-Wharfs, up-town warehouses, &c. &c. for benefits received by the monopoly, which their peculiar situations create. Parliament must decide the principle how Compensation should be made to public bodies, created for public objects; and also how far mercantile interests, who are the greatest sufferers, are to purchase a freedom from their own evils.

The Merchants for the Wapping-Plan have proposed to extend City-rights to the seat of those Docks. They have also agreed, with the consent of Parliament, to raise a farther fund for the purchase

chase of the Legal Quays, in order to lessen opposition, and to combine the great leading objects of accommodation for the benefit of the trade of the Port, knowing that the rents, &c. would create funds for re-imbursements.

In the Wapping-Plan, the fund for purchases, management, and compensations, is general.

In the Isle of Dogs' Plan, the Dock-tolls on shipping and on goods attach to the Docks and its establishment; and the City are to raise a tax or impost on shipping: upon all Coasters and Colliers for every voyage in and out 2*d.* per ton; and upon all other shipping, to and from the Port of London, a toll of 2½*d.* to 7*d.* per ton inwards, and the same outwards, for compensation and repayment of the cost of the Canal, estimated at about £63,000. The amount of this tax upon shipping may be estimated at about £31,000 per annum.

It may be stated, that the City of London did not object at one period to the Merchants Plan of Docks in Wapping for the reception of ships, but they only opposed the formation of warehouses, and the extension of Legal Quays, because it would be carrying trade too far to the Eastward, and prove a great mercantile inconvenience. They have now proposed the making Docks in the Isle
of

of Dogs, at four or five miles distance, with legalized quays and warehouses; and have, in their opposition this year to the Merchants Plan, created objections to it, because there were no warehouses in the estimates, though it always made a part of the plan. In reply to their opposition against the Bill for the Wapping-Docks, it may be also stated, that, notwithstanding the objections of the City to it, they have adopted all the great leading principles and regulations of that bill into their own.

The West-India Merchants and Planters who had the most to feel, were the first to approve of the Plan for Docks in Wapping, and also petitioned Parliament in favour of them. The delay occasioned by a three-years opposition made many of them fear about the formation of any Docks, and induced a number to concur in a Plan with the City for Docks and Warehouses in the Isle of Dogs, in order to lessen opposition, and to have a Dock somewhere, and peculiarly for themselves. Friendship to it proceeded more from delay than attachment. The hope of a speedy execution of a Dock, some uncandid representations, and a want of information, have created advocates and a division of ideas on the subject; but, if both were formed, and there was no compulsion or restriction used, the West-India trade would resort to the

Docks in Wapping from choice, with few or no exceptions; and certainly in preference to the discharging in the River, from the great vicinity of those Docks to the seat of manufacture and consumption. As to their time of execution and internal arrangement, security and changes within the Docks, their powers and advantages, are nearly equal in each plan; but, in the convenience, and after expenses and delays, between the Docks in Wapping and from the Docks in the Isle of Dogs, there is not a comparison.

The shipping, and the planters interests are not the only ones to be considered; there are other great links in the chain of commerce, such as the Consumer, Manufacturer, and Exporter.

ALL the SUGAR-REFINERS of London have petitioned parliament against the Isle of Dogs' Bill. The wholesale GROCERS have also petitioned, stating, that compulsion and distance will operate as a heavy tax upon the consumer, and praying that the clause, which enacts that sugar should be landed in the Isle of Dogs, and no where else, might not pass into a law. Those well acquainted with the nature of the sugar-refinery of this country, and with the import, export, and consumption of it, often experience how a small port-charge, or even a course of exchange, will give or regulate an export-market;

ket; within these two years, the opening or shutting of a port turned upon the average of one farthing in the hundred weight of Sugar. As import, export, or consumption, are so much dependant upon each other for support, and as it is the interest of the Legislature to encourage the country to become the great Dépôt and the great Manufacture, it is hoped they will weigh well before they admit of any Compulsory clause and regulation; but that Commerce, after it has secured the duties which the revenue-laws impose, be left unfettered and to regulate itself.

CANAL. — A great stress has been laid upon the merchants relinquishing the Canal from Black-wall to the Wapping-Docks. It was suspended for the present, more from the wish to facilitate the formation of Docks than abandoning the project. The objects of that Canal were great and various. One, to have a passage up to the Wapping-Docks, to avoid the circuitous navigation of the Isle of Dogs. Another, to make the Canal itself a large Dock, and to form on its banks a great Dépôt for corn, coal, and timber, with mills for the grinding of corn for the supply of the Metropolis and of our Commerce; as also to be a place of safety for ships in time of frost.

With respect to the Canal across the Isle of Dogs from Blackwall to Limehouse, as at present proposed for shipping, unconnected with Docks, to avoid the navigation round the Isle of Dogs, Mr. Ralph Walker, who is now employed by the City, whose testimony here is fair evidence, states,* “ that, although the Canal to Blackwall “ would be very useful, and entirely do away the “ danger which ships are subject to in navigating “ round the Isle of Dogs, yet the advantages to “ be derived from it would not be adequate to the “ expense of carrying that part of the plan into “ execution.”

* Upon looking into the printed evidence of Mr. R. Walker, an unintentional error has been committed, in applying his objection against the Canal to the Cut. In other respects the extracts are accurate; but, if the evidences brought forward against the Docks in Wapping were correct, that it was not safe for any ship, drawing from 14 to 16 feet water, to sail above Deptford, the utility of this Cut might be questioned as to its great advantage to the East-India Company, and to its being a safe and expeditious passage for all vessels coming up the River. If ever this Cut should be accomplished, experience will best prove how far it will answer the expense and the management, and how many ships in a year will pass through the Cut, and pay its toll, in preference to sailing round the Isle of Dogs.

In

In one of the plans for making Docks in Wapping, he has given it as his opinion, " With respect
 " to situations upon the banks of the Thames,
 " they are abundant, and there is no doubt but
 " that Docks might be constructed in the Isle of
 " Dogs, &c. &c. at a much less expense, in the
 " first instance, than in Wapping; but, when it is
 " considered, that, if Docks were made in any of
 " these places, Port-charges would be increased
 " on account of their Distance from the City;
 " and, if the Duties were made payable upon the
 " quantity of Goods delivered from the Ships in
 " these Docks, the Merchants would not only be
 " the losers of that part of the goods, which might
 " be lost between these Docks and the Quays, but
 " also of the Duties. This would drive Commerce
 " from the Port of London to Bristol and Liver-
 " pool, &c. &c. and would be eventually the
 " cause of an application being made to parlia-
 " ment for junctions being made with the inland,
 " navigations for the purpose of bringing goods
 " from these Ports to the City of London."

As to the eligibility of the situation for Docks in Wapping, with the Cut, and the facility of execution, Mr. Walker, in one of his plans, pledged himself, with the sanction of parliament, to raise the money, and carry into complete effect the

Canal from Blackwall to Limehouse, and a part of the Wapping-Docks, within the space of two years, for £270,000, to hold 283 ships and lighters; 50 ships to unload at a time: — and, on a more enlarged plan, occupying the scite proposed by the merchants of 90 acres, he proposed to make Decks for 446 ships, with the Cut from Blackwall to the Wapping-Docks, and estimated the whole expense at £610,000.

Much has been said in favour of limiting particular trades to particular Docks, and of having them separated for imports and exports, and for light ships and ships for sale. Our imports and exports are too complicated, and too various, and too dependant upon a change created by manufacture and exchange of property, to adopt any system of particular Docks; though particular trades may be accommodated in different parts of the Docks and Warehouses, as intended, for particular branches of trade. It may be stated that we are not making a New Port or a New Town, but giving accommodation to an Old one, and in the very heart of the metropolis; and that, after the payment of the duties imposed upon commerce by the revenue-laws, which control and pervade it equally alike in Docks and in the River, it is, perhaps, better to let ships and trade consult their own wishes and convenience, than to alter any channels

channels of trade within the Port by compulsive and convulsive regulations.

The accommodation of 400 or 500 sail of ships, to any or all trades, would give as full relief to trade and navigation of the River, as a compulsion to any particular trade to go into any Dock; and those, the best informed on the state and nature of the commerce of the Port, agree, that such a removal and system would be a great relief. Trade must be left to itself; — its laws are laws of interest and convenience. It is owing to this system, and to the equipoise of duties and drawbacks on imports and exports, that we have created and secured to ourselves the present extent of commerce, and our ability to import, export, and consume to the extent we at present enjoy.

The relief of the West-India trade to the Isle of Dogs would neither correct many of the evils which that trade peculiarly labours under, nor would it, beyond creating room in the River, give that relief and accommodation which other trades likewise want and require. The original design of the Docks in Wapping was to give peculiar relief to the West-India trade, for which its objects and means were so peculiarly adapted, and likewise to correct evils to other branches of commerce, as

well as extending the accommodation of the Port.

The question about the Docks seems to have been ill understood, and all the references that have been made have only created delay and expense, and given an indirect sanction to depredation and plunder, without touching at the object it wished to promote, — the extension and security of our commerce and the increase of our revenue. Docks should have been considered more as a Port-Accommodation than as a system of control or regulation in its management, or as an object of patronage and revenue. At present, our Commerce is like an invalid labouring under a long confinement and a complication of disorders, standing in need of the best advice, without the faculty understanding the nature of her case. The State recommends bleeding, the City confinement, and the Merchants restoratives. The constitution of the patient is naturally strong and vigorous, but she sickens with confinement: she wants room, freedom, and air, to be de-robed of her flannels, and to have the free command of her limbs. Consult nature, and let her take her course; invite commerce to our ports by a freedom, dispatch, and security within them; the times are ripening to great changes in all our commercial systems; and it depends upon ourselves how

how far we shall grasp and secure the blessings that may await us. Commerce is a fickle mistress, but may be made as a fruitful vine; she must be courted by accommodation, convenience, and dispatch. Our commerce is too gigantic for our accommodations; — an extension of our port is necessary.

Dispatch is the best security to property and to Revenue, and the Merchants of London, for their own convenience and at their own expense, have proposed Docks as the best relief to the evils they labour under. They ask for no Monopoly, no Compensation, or no Exclusive or Expensive Establishments. They oppose no Plans for the General Improvement of the Port, and fear no Competition under equal powers and advantages. They only require relief and a power to protect their own property, to govern their own concerns, and to correct their own evils, leaving the Rights, &c. of the City and the Laws of Revenue unimpaired.

If it be asked under whose management shall the Docks fall, the same reply may be given which some of the old wise merchants of France gave, in the days of Colbert, when he asked how he could best serve and promote commerce, “ *Laissez nous faire.*” The Merchant, the City, and Government

vernment are all interested in the encouragement and freedom of commerce: it will give wealth and strength to the country, revenue to the state, and prove the surest pledge for the Port of London, commanding an extensive and an unrivalled trade.

London,
May 28th, 1799.

These Remarks only apply to the LANDING of West-India produce in the City-Docks at the Isle of Dogs on IMPORTATION; but, if the monopoly and compulsion should be permitted to extend to the obliging all EXPORTS to be sent and shipped in those Docks to the West Indies, accumulated evils and charges would accrue to trade, by lighterage from the Legal Quays to the Docks, or the expence and delay of a four-miles cartage from the Metropolis; with a risk, if not a certainty, of removing from the City a number of trades and occupations, now carried on in the heart of the suburbs of the Metropolis.

Port-

Port-accommodation should be founded in convenience and choice, and not in Compulsion and Monopoly; and the Merchants of London would as much object to a Bonding and a Warehouse plan of Monopoly, as they now object to the Compulsion and Monopoly about the West-India Trade in the Isle of Dogs.



**A SKETCH of the Expenses on a Ship of 260
Tons, from the West Indies, discharging in the
London-Docks, at WAPPING, or in the River
Thames.**

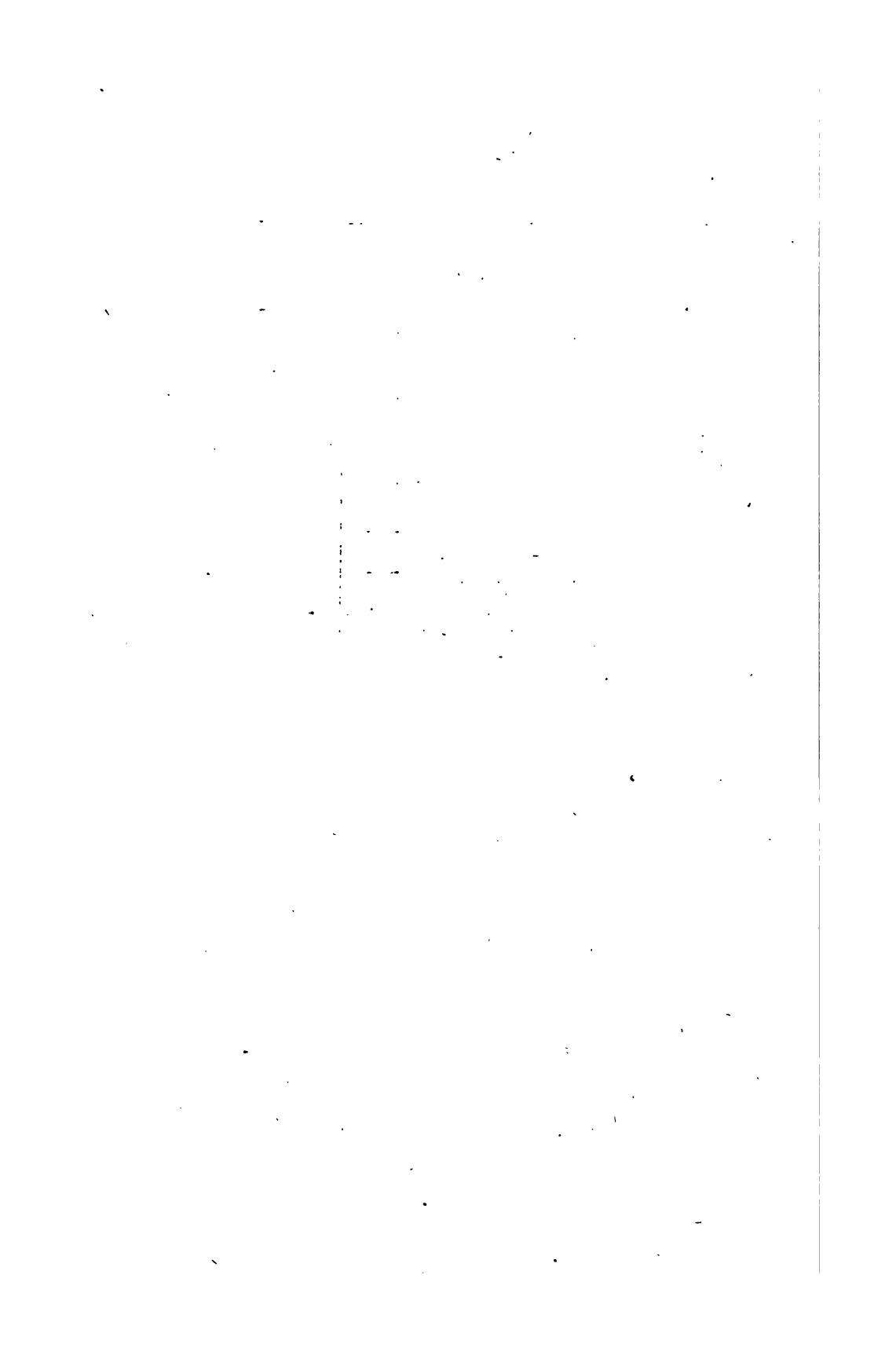
CARGO, { 350 Hogheads of Sugar. 100 Puncheons of Rum.	In the London- Docks.	In the River.
Pilotage from the Downs to the River	the same.	the same.
Maintenance of Dock. River.	£. s. d.	£. s. d.
3 Custom- } officers, at 1s. per day, 14, 30	3 10 0	7 10 0
2 Excise- }		
Wages and maintenance of watchmen until the cargo is landed }	2 2 0	10 10 0
Boat attending the ship and maintenance of man }	2 0 0	7 0 0
Expenses of delivery of cargo under crane in dock }	10 0 0	
Ditto into lighters }		25 0 0
Wear and tear of cables lying at anchor, at least }		8 0 0
Ships lying at chains 5 weeks, at 10s. }		2 10 0
Warehouse-Rent on 350 hogheads of sugar, paid to the wharfinger, from ship's report, until the cargo is landed, 3 weeks, at 3d. per hoghead per week }		13 2 6
Lighterage on 350 hds of sugar, at 1s. 3d. on 100 pun. of rum, at 1s. 0d. }		26 17 6
Dock-dues	17 12 0 26 0 0	100 10 0
Balance in favour of docks	43 12 0 56 18 0	
	100 10 0	100 10 0

N. B. One cooper, 30 days, at 3s. 6d. per day, in the River, £. s. d.
 14 days, in Dock 5 5 0
 2 9 0
 £ 2 16 0

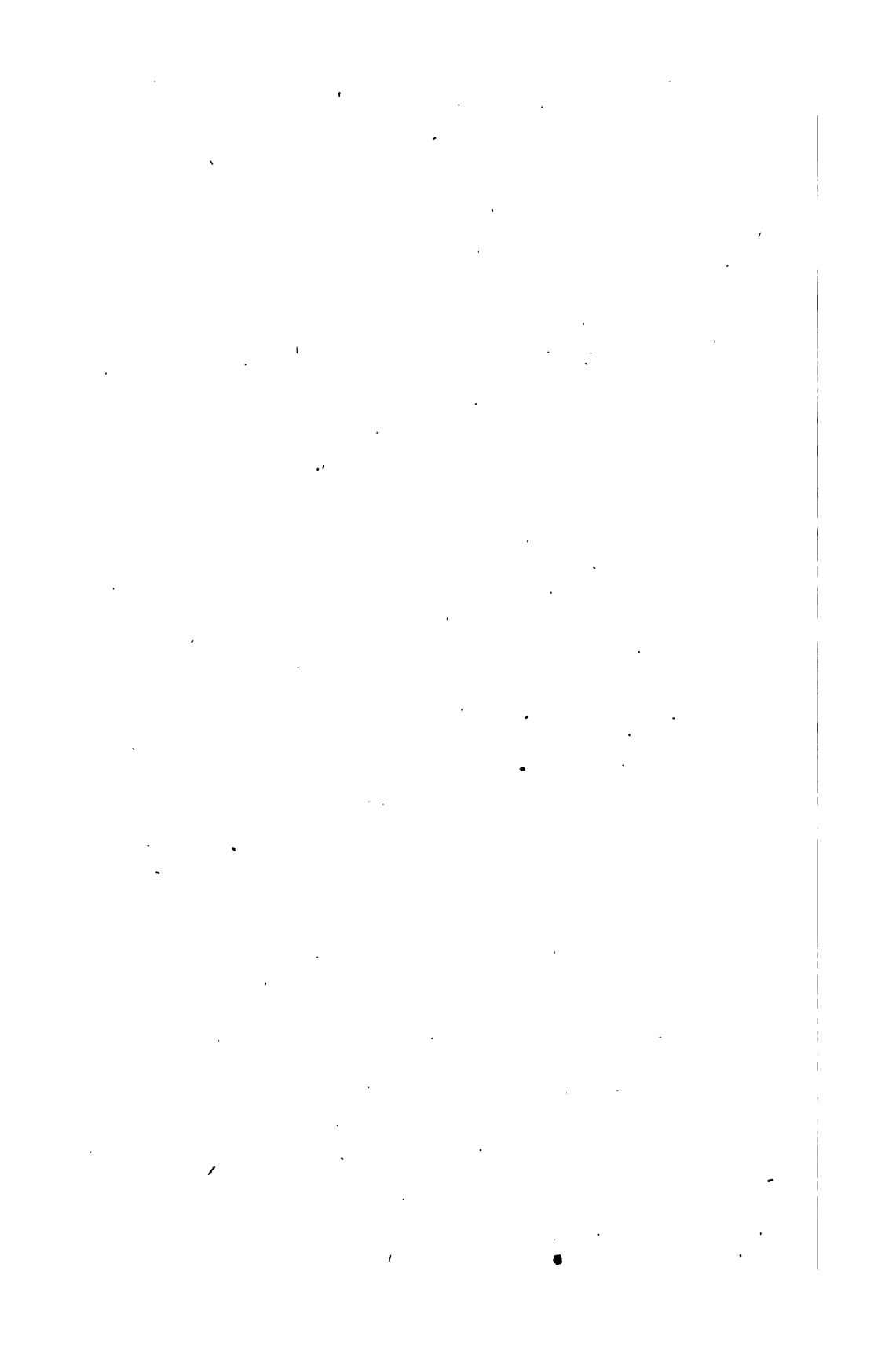
REMARKS.

REMARKS.	In the London- Docks.	In the River.
Ships delivered in	14 days.	30 days.
Rums taken out of ship	immediately	30 days.
Risk of ships being burnt in sampling of ditto,	none.	at times.
Wages and maintenance of captain, 2 mates,	14 days.	30 days.
and 2 men		
Risks, } of ships from { frosts,	none.	great and frequent.
Accidents, } crowded chains,		
Losses, } floods & winds,		
Ships damaged by sinking on anchors	none.	at times.
Loss of bowsprits, head-galleries, &c.	none.	often & great
Expense of mooring and unmooring } in breaking of chains	—	great.
In lighters, plunderage, risk, detention	—	great.
Revenue.		
Loss to revenue from accidents and } plunder	—	great.
A gain to the revenue, by a saving } in time and the number of re- venue-officers	great.	—









R E A S O N S
FOR EXTENDING THE
PUBLIC WHARFS
IN THE
PORT OF LONDON;
AND FOR SETTLING A
TABLE OF RATES
FOR
Wharfage and Cranage;
TO WHICH ARE ADDED
Some OBSERVATIONS relating to
LIGHTERS and LIGHTERAGE.

TOGETHER WITH
The CASE of the TRADERS of *London*, in Re-
lation to the *Wharfingers* : printed in the Year
1705, and now reprinted.

LONDON:

Printed in the Year M.DCC.V.

Reprinted in the Year, M.DCC.LVIII.

Reprinted in 1797.



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REASONS

R E A S O N S

FOR EXTENDING THE

PUBLIC WHARFS.

THE Necessity for extending the Public Wharfs for the Landing and Shipping of Goods, Wares, and Merchandizes, within the Port of *London*, and for settling a Table of Rates for the Wharfage and Cranage, as the Law requires, and for regulating the Lighterage, is submitted to Consideration under the following Heads :

FIRST. That the Landing and Shipping of all Goods, Wares, and Merchandize, is confined between the *Tower* and the *Bridge*, a Space too narrow for the Purpose, as is very evident from the daily Practice of Licensing other Wharfs for the Dispatch of Business, through the notorious Want of Room ; and, although it is out of Necessity that this Resort is had, it is not granted but with an additional Charge to the Merchant, who can only have it on Condition that he contents the Officer who attends this Extra-Duty ; nor can even this Licence be had but upon certain and particular Kinds of Merchandize ; and, when obtained, the Officers, appointed for such Work, in order to enhance their Gratuities, know how to affect Delays, and to let the Goods lie in the

B

Craft,

Craft, under Pretence of not being able to leave their Business at the public Keys, giving Opportunity for innumerable Thefts, at the same Time, to the manifest Loss of the Merchant. And,

SECONDLY. That this Want of Room is attended not only with Impositions in the Wharfage-Rates and Lighter-Work but with many Difficulties and Delays, Loss of Time, and Inconveniences, that at present seem not to be avoided, of which some Instances, among others, are as follow, viz.

“ It often happens, when Goods lie on the Keys
 “ to be shipped, that the loaded Lighters
 “ from the Ships are obliged to lie by until
 “ others are loaded from the Wharfs, before
 “ they can come to the Keys to land; and
 “ Ships, after Reporting and Entry, are frequently stopt in their Working for Want
 “ of Lighters; and there is Nothing more
 “ common than the Quarrels of the Porters,
 “ who shall have the Ground to land on,
 “ in such Disputes; raising such Clamour,
 “ that, if the Property of the Ground itself
 “ were in Question, it could not be contended for with more Heat and Animosity, and
 “ frequently ends in stopping the Work of
 “ one of the Parties until Room is made,
 “ either by taking the Goods into the Warehouses, or by loading them away. These
 “ Disturbances are a continual Obstruction
 “ to Business; and the Keys at the same
 “ Time so blocked up with Goods, that
 “ there is no passing from one Place to
 “ another

“ another without Danger, and running
 “ great Risk of Mischief.

“ There are, farther, great Inconveniences arising from the Use of Lighters provided
 “ by the Wharfingers, by giving their
 “ own a Preference to those of Others;
 “ for, although they do not assume an exclusive Right in this Respect, they, nevertheless, by the officious Providing of
 “ Lighters, discourage others from interfering in that Branch, since they have it
 “ in a great Measure in their Power to
 “ stay other Lighters in their Working,
 “ and lay in their own, which causes not
 “ only Expense of Wages in breaking off
 “ the Day's Work, but much greater
 “ in the Delay of the Delivery, and often
 “ subjects the Merchant to Loss by Plunderage and Wastage of his Goods; and
 “ which is greatly encouraged by the
 “ shameful Practice of the Wharfingers,
 “ in employing Men to work their Lighters and take Care of Goods, who work
 “ at, perhaps, a Third less Wages than is
 “ allowed for the like Work by Others;
 “ and these Under-Workers are too often
 “ found availing themselves, under this
 “ Stint of Wages, by plundering of
 “ Goods. And so despotic are even these
 “ Lightermen, that the Merchant, if in
 “ Haste to land his Goods for a present
 “ Market or to clear a Ship that lies on
 “ Demurrage, is forced to bribe them to
 “ do their Duty. It being well known,
 “ that those only, who keep upon the best

“ Terms with them, are so forwarded in
 “ the Dispatch of their Business. To this
 “ must be added the Wharfingers’ Imposi-
 “ tions of such Rules and Conditions in the
 “ Use of these Lighters as are contrary to
 “ Law, and as of late has been notoriously
 “ attempted by dispersing printed Papers*
 “ at the Merchants’ Houses, in order to
 “ oblige such Merchants to stand to such
 “ Damages in the Lighter-Work, as they
 “ know by Law themselves are only sub-
 “ ject to; and to which the Merchants
 “ are like to submit, unless they will con-
 “ tend with them by expensive and preca-
 “ rious Suits, or unless the Cause can be
 “ more effectually removed.

“ Again; farther great Inconveniences arise in
 “ landing of Goods belonging to different
 “ Merchants or Traders at one Spot, at one
 “ and the same Time; as is the Case in de-
 “ livering Wines and Fruit, and other
 “ Goods, while Ships lie along-side of one
 “ another, when it is a common Practice to
 “ roll the Goods from Ship to Ship, or
 “ carry them over on Men’s Backs to the
 “ Landing-Place; the Goods of every Ship
 “ between the outermost and the Key, in
 “ this Case, lying mixed and undistinguished
 “ on Landing, for two or three Days toge-
 “ ther, the Keys filling all the Time, and the
 “ Carriage obstructed, while the Wharf-
 “ ingers lay the Blame upon the Merchant

* These Papers consisted of a Letter and Advertisement,
 Copies of which are added at the End of the Case of the
 Traders, following these Reasons.

" in not removing his Goods; and the
 " Merchant upon the Wharfinger, in con-
 " founding them with others; while the
 " Want of Room is the true Cause that the
 " Keys as well as the Wharfs are thus al-
 " ways one continued Scene of Dispute,
 " Noise, and Confusion; which to regulate,
 " whoever will go about, without removing
 " the Cause, that is, by obtaining more
 " Room, will find himself baffled in every
 " Attempt he makes."

THIRDLY. That, besides the Want of Room,
 and the Difficulties and Obstructions in the
 Dispatch of Business, as has been mentioned,
 the exclusive Right of the present Wharfs is
 yet a farther Reason for their being extended;
 and will also shew the Necessity of an Addition.
 The bad Consequences attending this exclusive
 Right are grown into real Grievances, as will be
 better understood by the following Observations
 on the arbitrary Exercise of such exclusive Right,
 by the Owners or their Lessees of these Wharfs;
 which, as they are authorized to provide the
 Conveniences for landing and shipping, are pro-
 perly called the Wharfingers. These also find it
 so much their Interest to provide Lighters, that
 although they pretend to be indifferent about it,
 make it a Point to continue it.

These Wharfingers well know that after the
 Fire of *London*, by which their Keys and their
 Warehouses were destroyed, the Landing and
 Shipping was confined to the present Wharfs, in
 a great Measure on their representing their great
 Loss, and the extraordinary Expense attending

the restoring and rebuilding those Conveniences, and how much they deserved some Encouragement for this Purpose, by some Favour to increase the Value of these Wharf-Estates; and know also, that this was abundantly done by giving the Wharfs this exclusive Right; and had the Owners or their Lessees been contented with the Benefit arising from this Right, and the Rates of Wharfage and Cranage before the Fire, without exacting on the Merchants by an arbitrary increasing these Rates, and thereby abusing the Generosity of the Public, they would not have been stigmatised as they were for such Exactions, so soon after the Benefit received, nor had a Law passed as it did (not above three Years after) to restrain them from such arbitrary Measures, by directing the Settling a Table of Rates; it being found high Time to do it; for, as the Merchants were confined to the narrow Bounds of these Wharfs, it was absolutely necessary that the Wharfingers should have Bounds to their Rates; the only Means to prevent Imposition. And for this Purpose, they were, by a Clause in the additional Act for rebuilding of *London*, forbid to take any Rates but such as should be settled by the King in Council, and are farther by the Act directed to set up a Table of such Rates at their respective Wharfs: But it happened that this Restraint was under so small a Penalty, as was not sufficient to keep them within this good Rule and Order; so that, instead of complying with the Law, they not only omitted to do what was enjoined them, but have hitherto very industriously avoided it, well knowing, that the Settling a Table of Rates would at once put an End to their exacting Power and arbitrary Impositions.

At

At the last Appointing of the present Wharfs after the Fire, they began with what Rates they thought fit, and ever since have been increasing them at Pleasure, and all without any Law or Authority whatsoever; for, in this Case, Usage or Custom, or any Acquiescence, will never prevail against a Law in full Force and Virtue, whenever it is thought necessary to put it in Execution.

The Neglect of the Wharfingers, in not settling, as required, this Table of Rates, is, first, a great Offence, and what they cannot justify, although such Rates have ever so long been acquiesced in by the Merchants; and as the Law, when made, was made to prevent their great Exactions at that Time, and so expressed, it is a much greater Offence to continue them, and an Insult upon the Public and the Legislature to increase them.

Every Exaction or Imposition at the Wharfs may be very justly considered as the consequential bad Effect of the narrow Bounds and their exclusive Right before-mentioned, which create that Difficulty and Confusion of which the cunning Wharfinger makes his Advantage: But this was not so before the last appointing of these Wharfs, after the Fire; they were Public Wharfs before, and had continued so under the Authority of an Appointment in the Time of Queen *Elizabeth*; and, as in those Times they were thought too narrow, many Places besides were authorized by that Queen's Commission, as in *Southwark*, both above Bridge and below, and Westward, on the

North Side of the River, as far up as the *Three Cranes* inclusive; and the *Custom-House* Officers attended their Business there as much as at the Wharfs between the *Bridge* and the *Tower*.

Again: As a farther Proof of this Exercise of Power, and of the Endeavours used to establish it among the Owners or Lessees of these Wharfs, it is very notorious, that the Majority of the Wharfingers have, for many Years past, been united by Partnership under one joint Interest, by which Means they bring all the Wharfs under one Direction: By the Power and Wealth of the Co-partnership, or rather Combination, they command and purchase the Renewal of every Lease that expires, cost what it will; an Instance of which was made pretty public but a few Years ago, where they advanced no less than two Hundred Pounds a Year, upon the Lease of one Wharf only, to bring it in. High Rents must be supported by high Rates, and yet, when the Merchant complains of Rates, they plead high Rents for Excuse; and, although they themselves are the sole Cause, insist on it as a good Argument; and to such a Height are they got with the Rates, that the same Business may be done at other Wharfs for Half the Money they exact at theirs. Of this, the Rents of their Warehouses, which are double what they are at other Places, is a pretty evident Proof; and, at this very Time, they are endeavouring to raise the Charge of Lighters to the same Degree; and, in order the more effectually to conceal this Imposition, they charge in their Bills Lighterage and Wharfage in one Article, that there may be no distinguishing what the one or the other is charged at.

By

By these Arts, as well as many others, too well known to those who manage Business at the Water-side, the Merchants have been forced or prevailed on, from Time to Time, to yield to their repeated Exactions; but, nevertheless, it is to be hoped, the Time is come to put an End to them; and that, in the present Consideration for extending the Public Wharfs, no one will think they ought to avail themselves of any Acquiescence procured by Compulsion or Art, or that a private Interest, founded on Exactions, and supported by it, deserves to stand in Competition with the Merchants' Relief and the public Good; and especially when it is considered, how long the Owners of these Estates have enjoyed the Sweetness of this exclusive Right, which, as they exercise, deserves rather the Name of a Monopoly; and amply they have been recompensed for all their pretended Damages by the Fire. As to their Lessees, (or rather the Wharfingers, as exercising all the Power belonging to the Owners of these Wharfs,) if it should be urged, that an Extension of the Wharfs would be detrimental to them, those cannot be considered as Sufferers who are the Offenders, and have brought the Necessity of the Thing upon themselves, by taking such Leases, and paying so extravagantly for them, with their Eyes open, knowing the Complaints against them, and how precarious such Interests must be.

There are some farther Observations to be made on the Necessity of extending the Wharfs; and, among others, if we compare the present Extent of the Public Wharfs of *London*, with
those

those of the Wharfs of the Out-Ports, and consider this Comparison, with that which Trade and Business bear between them, it is to be wondered at, that the Wharfs of *London* have remained so long within their narrow Bounds; the extending, therefore, the Wharfs of the Out-Ports, will farther support the Reasons for extending those of *London*; where Trade has increased, the Limits of the Wharfs have been extended, and this at the Request of the Merchants, where they thought it necessary; and they have never been denied by the Crown, or opposed by any private Interest in it, they being always considered as the best and only Judges; and, wherever this has been done, Trade has been relieved in the Inconvenience, and the Merchants have been satisfied,

There are many of these Instances of, extending Wharfs where Trade has so increased; and, between the 19th of *Charles II.* and the End of his Reign, there were no less than Forty-eight different Extensions of Public Wharfs on the Coasts of this Kingdom, being either Additions to, or Establishments of, other Places, as Members of former Wharfs.

In the First of *William and Mary* was established the Public Wharfs of *Bristol*; and, in the 10th of his late Majesty, the same Wharfs were extended and much enlarged, so that now *Bristol* has not less than four Thousand Feet of Public Wharf, while *London* cannot reckon fourteen Hundred.

In the Third of *Queen Anne*, *Falmouth* and *Plymouth* were also extended; so that Precedents are not scarce, if such were necessary in the present Case.

And, with Regard to the Public Wharfs in the Port of *London*, though assisted with Licences for Sufferance-Wharfs, these Reasons must equally close with that chief principal one, the great Increase of Trade and Commerce since the last Time of appointing them; a Fact so glaring, and, in Comparison to other Ports, rendering an Addition so much the more necessary, that none but the Wharfingers can desire any Proof of it. And here one cannot but especially lament the Case of the City of *London*, when we consider what it has lost by Trade being forced, as it increased, out of its own Channel into those of the Out-Ports, all owing to the little Arts of a few Wharfingers for their own private Interest, suffered to increase by slow steps and degrees, too much unattended to, by those whose Business it was, and who might long ago have prevented it. The Merchant, no Doubt, will seek and prefer that Port where he can carry on his Trade with the best Economy, Ease, and Dispatch, and not where his Accounts must be loaded with Exactions and Impositions, and his Thoughts disturbed with Loss and Delay; and, therefore, it is not to be wondered at, that the Out-Ports have flourished and increased at the Expense or Loss of the Mother-City.

It is presumed, from what has been mentioned, as well as from many other Instances which must
arise

arise in the Minds of such Gentlemen who are conversant in Trade, that the continual Difficulties, Exactions, and Impositions, attending it at the Water-Side, are but too evident, and that it is absolutely necessary a Stop should be put to them; and that not only more Wharfs, as near those already appointed as may be, should be erected and made Public Wharfs, for the greater Ease and Dispatch of Business; but, also, that such a Table of Rates be established, as may first be prepared and approved by the Merchants, and then presented to his Majesty in Council, and settled as the Law prescribes: Thus every Wharf will have a Table of such Rates hung at it as the Statute directs, with the Name of the Proprietor and Occupier of such Wharf; that, when any Imposition is attempted, the Merchant may know where he may seek for his Remedy. And, in order to prevent Wharfingers combining for the future, it would be a great Assurance against it, if the uniting of Public Wharfs under Copartnership might be made illegal, and such Copartnership declared void; and, also, that a Penalty sufficient might be laid on the Wharfinger or Lessee of the Wharf, if he should impose, or attempt to impose, on the Merchant any Increase of an old Rate, or raise, or attempt to raise, a new one, but by legal Authority.

The above Reasons, among many others, have induced several considerable Merchants of this City, to join in a firm Resolution for promoting the Extension of the Public Wharfs, and also the settling a Table of Rates for Wharfage and Cranage as before is mentioned, and, likewise, to regulate the providing of Lighters and Charge
of

of Lighterage, that the Business at the Water-side may be carried on with more Dispatch, Ease, and Certainty, and at a more reasonable Rate for the future; and they hope for the Concurrence and Assistance of the Rest of their Fellow-Merchants and Citizens therein. And, until these good Ends may be brought about, it is particularly recommended to those Gentlemen concerned in the several Branches of Trade, that they will not, in the mean Time, accept of any Terms or Conditions from the Wharfingers, to acquiesce in any of their Exactions or Impositions whatsoever, but unite with their Fellow-Merchants to put a Stop to those Evils, which are not to be procured by temporizing Submissions.

Note. In the Year 1705, the Merchants of *London*, having, at that Time, great Occasion to complain of the Exactions of the Wharfingers, applied to Parliament for Relief; but, being informed of a Clause in the Act for Rebuilding of *London* before-mentioned, and which was made Part of that Act, in order to redress those Exactions, they put a Stop to that Application, and entered into an Inquiry of what had been done in pursuance of that Act; and in the Council-Office found some Proceedings which were had in the Year 1674, relating to the Directions in that Clause, upon a Petition of the Wharfingers themselves, for settling a Table of Rates, and that their Petition had been referred to the Lord-Mayor and Court of Aldermen; and, in consequence of the Reference, two Tables of Rates had been offered; one by the Merchants, the other by the Wharfingers; but Nothing was concluded thereon, such Proceedings, as it is very probable,

probable, being then staid by some palliating Measures of the Wharfingers.

As the Case of the Merchants and Traders with the Wharfingers, which was printed at that Time, with the Tables of Rates then proposed, has been long out of Print, and scarce to be met with, it is now reprinted and added hereto, which will serve as an Evidence how long these Complaints have been endured, and the Merchants have been without any Sort of Redress.

ADVERTISEMENT.

THERE will soon be had a General Meeting of the Merchants, that the proper Resolutions may be taken for carrying into Execution the several Matters as in the foregoing Reasons proposed, and of which public Notice will be given. It is, therefore, earnestly desired, that those Merchants and Traders, who are willing to promote this necessary Work, will not fail, on such Notice, to give their Attendance.



THE
C A S E
OF THE
TRADERS OF LONDON,
IN 1674 AND IN 1705,
As it now stands since the
COPARTNERSHIP
OF THE
WHARFINGERS.

L O N D O N:

Printed for and sold by SAMUEL CROUCH, at the Corner
of Pope's-Head Alley, in Cornhill.

M.DCC.V.

Reprinted in M.DCC.LVII.

Reprinted in 1797.

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THE
C A S E
OF THE
TRADERS OF LONDON,
AS IT NOW STANDS,
Since the CONFEDERACY of the
W H A R F I N G E R S.

THE Merchants, Masters of Ships, and other Traders, daily complaining to one another of the insufferable Treatment they daily meet with from the *Wharfingers* since their Confederacy, by their long Delays in delivering their Ships, to the great Discouragement of our Navigation, by their Exactions in their *Wharfage*, and by their screening themselves from any Prosecutions at Law by a concealed Copartnership, when, by the Carelessness or Fraud of their Servants, any Traders had a just Occasion to bring an Action at Law against them; these Complaints continually increasing, a great Number of the Persons aggrieved met together, and drew up a Petition the latter End of the last Session of Parliament, [January 9, 1705,] which they presented to the Honourable the House of Commons, and was in the Words following:

*To the Honourable the Commons of England in
Parliament assembled.*

The humble Petition of the Merchants and
Traders in *London*,

Sheweth,

THAT, by the Acts and Rules made in the
Reign of King Charles II. as appears in the
Book of Rates, all Goods, imported from Parts be-
yond Seas to the Port of London, must be landed
at those Keys and Wharfs only that lie betwixt
Tower-Dock and London-Bridge; and that all
Goods landed in any other Place, without parti-
cular Licence from the Commissioners of the Customs,
are forfeited; which Wharfs and Keys were for-
merly managed by separate Wharfingers.

To this Law the Merchants have ever since
given all due Obedience.

But now (may it please this Honourable House)
Mr. Ashton, Mr. Warburton, Edward Owen,
Richard Lechmore, and others of the Proprietors
or Renters of the said Keys or Wharfs, are en-
tered into a Combination or Copartnership to make
them all one joint Concern, which, if continued, the
Burthens and Losses Trade will be subject to by
this Copartnership will be intolerable. Because,

1st, The Ships are now twice as long in deliver-
ing as they were before this Copartnership, by
their not employing that Number of Lighters
and Lightermen that are necessary, but making
the Merchants wait, that one Lighter may do
the Business of three, which is a great Charge
to Shipping, as well as a Hindrance to our
Navigation and Trade.

2dly,

IIIdly, *The said Copartners have also advanced the Rates of their Wharfage and Rents of their Warehouses upon the said Wharfs, and they may farther advance them to what Rates they please.*

IIIIdly, *And that which renders it more intolerable is, when, by the Carelessness of their Servants, or for Want of due Attendance, the Lighters are sunk, and the Goods perished, or that the Goods are stolen out of their Lighters or Warehouses, your Petitioners know not whom to sue, or of whom to have Reparation, having no certain Knowledge of the Persons concerned, their Agreements or Copartnership not appearing by any Deed enrolled in Chancery, or any of her Majesty's Courts of Record, but by them kept private and refused to be discovered; nor are they any Body Politic or Corporate, having neither Patent, Charter, nor Common-Seal, upon which they can be sued: That your Petitioners, in all the Wrongs and Losses they suffer by the said Copartnership, are left without Remedy, unless by the great Charge and Delay of a Suit in Equity, in order to every Action that your Petitioners may have Occasion to commence at Law to recover their Damages.*

Wherefore, your Petitioners humbly pray this Honourable House, that you would (the Premises considered) take it into your Consideration, and apply such Remedy, and give such Relief, to prevent the present and growing Oppressions by the said Copartnership, as to

C 2

your

your Honours great Wisdom shall
seem meet.

And your Petitioners, as in Duty bound,
shall ever pray, &c.

This Petition was [presented January 9, 1705,
and] referred to a Committee, who met several
Times upon it, but, being late in the Sessions, no
Report was made before the House was prorogued.

During the Time this Petition was under Con-
sideration of the Committee of the House of
Commons, the Petitioners were informed of a
Clause in the additional Act for the Rebuilding
London, made to redress the great Exactions of
the Wharfingers, as appears in that Act, *Anno*
viceffimo-secundo Caroli Secundi Regis, ch. 11.
§. 21. The Words in that Act are as follow :

‘ **A**ND, forasmuch as great Exactions have
‘ been, and are, exercised by Wharfingers
‘ and others employed about the Wharfrage and
‘ Cranage of Goods landed, or shipped off, at
‘ or from the City of *London*; for Remedy
‘ thereof, be it enacted, That such Rates, and
‘ no other, shall, from Time to Time, be taken
‘ for Wharfrage and Cranage, as well for Tim-
‘ ber and other Materials for Building, as of
‘ Coals and other Goods and Merchandizes, as
‘ by his said Majesty, with the Advice of his
‘ Privy-Council, shall, for that Purpose, be as-
‘ sessed and allowed to be taken; a Table of
‘ which Rates shall be hanged up at every of
‘ the said Wharfs respectively; and if any Whar-
‘ finger or other shall exact or demand, or di-
‘ rectly or indirectly take or receive for Whar-
‘ fage.

‘ fage or Cranage, or by Colour thereof, more
 ‘ than according to the Rates which shall be so
 ‘ assessed, or shall refuse to suffer any Goods or
 ‘ Merchandize to be landed or shipped, at, off,
 ‘ or from, any Wharf or Wharfs within the said
 ‘ City, or the Liberties thereof, at the Rates
 ‘ aforesaid; such Offender shall forfeit, for every
 ‘ such Offence, the Sum of Ten Pounds to the
 ‘ Party or Parties thereby grieved, to be re-
 ‘ covered with full Costs of Suit, by Action of
 ‘ Debt, Bill, Plaint, or Information, in any of
 ‘ his Majesty’s Courts at *Westminster*, or within
 ‘ the said City of *London*, as the Cause shall
 ‘ arise, wherein no Essoign, Protection, or Wager
 ‘ of Law, shall be allowed, nor any more than
 ‘ one Imparlance.’

When the Petitioners had seen this Clause, they immediately went to the Council-Office at *Whitehall*, to be informed what was done in pursuance thereof; and by the Council-Books it appeared, that the Wharfingers had petitioned the King in Council, and that a Reference thereupon was made to the Lord-Mayor and Court of Aldermen of *London*; which Petition and Reference are as follows;

*To the King’s most Excellent Majesty, and the
 Right Honourable the Lords of his Ma-
 jesty’s Most Honourable Privy-Council.*

The humble Petition of Sir *Anthony Cope*,
Arthur Art, *John Smith*, *William Clapham*,
Thomas Peacocke, and *John Matthew*, in Be-
 half of themselves and others the Owners,
 or present Possessors, of the Wharfs and

Keys made lawful by your Majesty for Landing or Shipping off Merchants Goods, situate between *London-Bridge* and the *Tower*, called *Brewers Key*, *Chester's* and *Galley Key*, *Wool-Key* and *Customhouse-Key*, *Porter's Key*, *Bear-Key*, *Wiggon's*, *Young's*, and *Ralph's Key*, *Dice-Key*, *Smart's Key*, *Summer's Key*, *Lyon-Key*, and *Bottolph-Wharf*, *Cox-Key*, *Gaunt's Key*, and *Fresh-Wharf*.

Most humbly sheweth,

THAT, by a late Act of this present Parliament, intituled, *An additional Act for Re-building the City of London*, it is, amongst other Things, enacted, that such Rates, and no other, shall, from Time to Time, be taken for Wharfage and Cranage, as well of Timber and other Materials for Building, as of Coals and other Goods and Merchandizes, as by your Majesty, with the Advice of your Privy-Council, shall, for that Purpose, be assessed and allowed to be taken.

That your Petitioners, by the late dreadful Fire, received very great Losses; notwithstanding all which, they have, according to the Orders of your Majesty's Commissioners for that Purpose appointed, rebuilt their Wharfs and Cranes, at great Charges, much more convenient than ever, for your Majesty's Service, and the Accommodation of Merchants; and, in regard there are no Rates yet settled by your Majesty, some Persons refuse to give such Satisfaction for Wharfage and Cranage as is just and reasonable, which is much to your Petitioners Prejudice.

The Premises considered, your Petitioners humbly implore your Majesty's Favour to
take

take their Case into Consideration, and to establish such Rates for Wharfage and Crannage of Goods, brought to, landed, or shipped off, at the several Wharfs and Keys aforesaid, as to your great Wisdom shall seem just and reasonable.

And your Petitioners, as in Duty bound, shall ever pray, &c.

<i>Anthony Cope,</i>	<i>William Clapham,</i>
<i>Arthur Art,</i>	<i>Thomas Peacocke,</i>
<i>John Smith,</i>	<i>John Matthew.</i>

At the Court at *Whitehall*, the 29th of *April*,
1674.

P R E S E N T.

Lord-Keeper,	Earl of <i>Carbery</i> ,
Lord-Treasurer,	Viscount <i>Hallifax</i> ,
Lord-Privy-Seal,	Lord <i>Berkley</i> ,
Earl of <i>Bridgewater</i> ,	Mr. Vice-Chamberlain,
Earl of <i>Craven</i> ,	Mr. Secretary <i>Coventry</i> ,
Master of the Ordnance.	

UPON reading this Day at the Board the Humble Petition of Sir Anthony Cope, Arthur Art, John Smith, William Clapham, Thomas Peacocke, and John Matthew, in the Behalf of themselves and others; the Owners or present Possessors of the Wharfs and Keys between London-Bridge and the Tower, called Brewers Key, Chester's and Galley Key, Wool-Key and Customhouse - Key, Porter's Key, Bear - Key, Wiggon's, Young's, and Ralph's Key, Dice-Key,

Smart's Key, Summer's Key, Lyon-Key, and Bottolph-Wharf, Cox-Key, Gaunt's Key, and Fresh-Wharf; setting forth, that, since the late dreadful Fire, they have, according to the Orders of his Majesty's Commissioners for that Purpose, rebuilt their Wharfs and Cranes, at great Charges, much more convenient than ever; and therefore humbly pray, that his Majesty in Council would be graciously pleased (according to a late Act of Parliament in that Behalf) to establish such Rates for Wharfage and Cranage of Goods brought to, landed, or shipped off, at the several Wharfs and Keys aforesaid, as to his great Wisdom should seem just and reasonable: It was ordered, that it be, and hereby it is, referred to the Right Honourable the Lord-Mayor of the City of London, and the Court of Aldermen, who are hereby authorized to consider the Petitioners Allegations, and to report to his Majesty in Council what they conceive fit to be done upon the whole Matter.

EDWARD WALKER.

Then the Petitioners went to the Town-Clerk's Office at Guildhall, to be informed what Proceedings were made upon that Reference, where they found the aforesaid Petition and Reference received by the Lord-Mayor and Court of Aldermen, and by them referred to a Committee of Aldermen, as follows:

HOOKE,

HOOKER, MAYOR.

*Martis v° Die Maii, 1674, Annoq; Regis
Caroli Secundi Angliæ, &c. Viceffimo-
Sexto.*

‘ **W**HEREAS, upon the Petition of Sir
‘ *Anthony Cope*, and others, Proprietors
‘ of the severall Wharfs and Keys between *London-*
‘ *Bridge* and the *Tower*, presented to the Lords
‘ of his Majesty’s Most Honourable Privy-
‘ Council, praying, that his Majesty in Council
‘ would be pleased (according to a late Act of
‘ Parliament in that Behalf) to establish the Rates
‘ for Wharfage and Cranage of Goods, brought
‘ to and landed, or shipped off, at the said
‘ Wharfs and Keys; it pleased their Lordships
‘ to refer the same unto this Court, and to au-
‘ thorize them to consider the said Petitioners
‘ Allegations, and report to his Majesty what
‘ they should conceive fit to be done upon the
‘ whole Matter. This Court doth thereupon
‘ refer the Consideration of the Matter to Sir
‘ *John Fredericke*, Sir *John Lawrence*, Sir *Thomas*
‘ *Bludworth*, Sir *Richard Ford*, Sir *Dennis*
‘ *Gawden*, Sir *Thomas Davies*, Sir *Francis*
‘ *Chaplin*, Sir *James Edwards*, and Sir *John*
‘ *Moore*, Knights and Aldermen, or any three
‘ of them; and they to hear the Petitioners, and
‘ likewise to consult whom else they shall think
‘ convenient for their further Information; and
‘ to make Report of their Opinions therein unto
‘ this Court, and *William Bird* to warn and at-
‘ tend them.’

And,

And, upon a farther Search in that Office, the Petitioners did find that the then Wharfingers had applied themselves to the said Committee of Aldermen, and delivered in a Demand for Rates of Wharfage, which they desired to be settled, with their Reasons for the same; all which are in the Words following:

The Rates proposed by the Wharfingers as moderate and reasonable to be taken for Wharfage, at the Wharfs between London-Bridge and the Tower, in pursuance of an Order dated the Twenty-Sixth of May, One Thousand Six Hundred Seventy-and-Four, made by the Right Honourable Committee of Aldermen appointed to consider thereof, viz.

Out of into Lighters or small Boats to or from Ships.	or into Ships or Vessels at the Key.
s. d.	s. d.

A Lemonds, the Bag or Barrel, not exceeding $2\frac{1}{2}$ Cwt.	-	-	-	0	$1\frac{1}{2}$	0	$1\frac{1}{2}$
The Seron not exceeding $3\frac{1}{2}$ Cwt.	0	$1\frac{1}{2}$	0	2			
Alum, the Tun	-	-	-	1	0	1	0
The Bag, about 2 Cwt.	-	-	-	0	2	0	2
Argol, the Tun	-	-	-	-	1	0	1
Anchovies, the small Barrel	-	-	0	0	$\frac{1}{2}$	0	1
The double Barrel	-	-	-	0	1	0	2
Angelica, the Barrel	-	-	-	0	3	0	4
Bays, the Bale	-	-	-	-	0	3	0
The Trufs	-	-	-	-	0	4	0
Bacon, the Fat, or 100 Gam,	-	-	1	0	1	4	

The

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
The Flitch - - - - -	0 0 $\frac{1}{2}$	0 0 $\frac{1}{2}$
Barilla, the Seron, about 3 Cwt. - - -	0 3	0 4
Battery, or Kettles, the Fat, about 16 Cwt. - - - - -	1 0	1 4
Beads, the Chest or Barrel, about 3 Cwt. - - -	0 3	0 4
Bells, the Cwt. - - - - -	0 1	0 2
Baskets of Hats, Pots, Glasses, or other like Goods - - - - -	0 2	0 3
Beef or Pork, the Barrel - - - - -	0 2	0 3
Brimstone, the Tun weight - - - - -	1 0	1 6
Blacking, the 100 Barrels - - - - -	0 6	0 8
Books, the Bale, about 3 Cwt. - - - - -	0 3	0 6
The Pack or Chest, - - - - -	0 4	0 8
Bottles or Jugs, the Dozen - - - - -	0 0 $\frac{1}{4}$	0 0 $\frac{1}{2}$
Bristles, the Cask, about 3 Cwt. - - - - -	0 3	0 4
The Fat, about 6 Cwt. - - - - -	0 6	0 9
Buckrams, the Bale - - - - -	0 4	0 6
The Pack, about 6 Cwt. - - - - -	0 6	0 9
Butter, the Barrel, to or from Fo- reign Places - - - - -	0 1 $\frac{1}{2}$	0 2
English, the Firkin - - - - -	0 0 $\frac{1}{2}$	0 0 $\frac{1}{2}$
The Load, Quantity, 32 Firkins, - - -	0 9	0 9
Boxes of Goods, small, the Box - - - - -	0 1	0 1
Boxes of Goods, large - - - - -	0 2	0 2
Brandy, the Tun - - - - -	1 0	1 4
Brooms of all Sorts, the Porter's Burthen - - - - -	0 1	0 1
Bedding or Bedsteads, the Bundle - - -	0 2	0 3
Beans, the Quarter - - - - -	0 1	0 2
Camblets, the Bale or Case - - - - -	0 3	0 6
Capers, the Hoghead - - - - -	0 3	0 4
Cordage, the Tun Weight - - - - -	1 0	1 6
Currants, the Butt - - - - -	1 0	1 6

The

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
The Carroteel, or two-quarter Rolls,	0 6	0 9
Callicoes, the small Bale - - -	0 2	0 4
The large Bale - - - - -	0 4	0 6
Carpets, the Bale - - - - -	0 4	0 8
Cochineal, the Barrel, Case, or Skin,		
about 2 Cwt. - - - - -	0 4	0 6
Calves-Skins, the Dozen - - -	0 1	0 1
Cocoa, the Butt - - - - -	0 9	1 0
The Hogshead - - - - -	0 4½	0 6
Chairs of Leather or Turkey Work,		
the Bundle, Quantity Half a Dozen,	0 3	0 4
Cheese, the Tun, of Cheshire or		
Holland - - - - -	1 0	1 0
The Barrel - - - - -	0 2	0 2
Of <i>Suffolk</i> Cheese, the Load -	0 9	0 9
The Porter's Burthen - - - -	0 1	0 1
Cinnamon, the Bale, about 2 Cwt.	0 2	0 3
Copper or Brass, the Cwt. unwrought,	0 1	0 1
Copperas, the Tun Weight - -	1 0	1 4
Cork, the Bundle, about 1 Cwt.	0 1	0 2
Corn of several Sorts, the Quarter,	0 1	0 1
Cotton-Wool of <i>Cyprus</i> , the Bag,	0 6	0 9
Of <i>Smyrna</i> , the Bag, - - - -	0 3	0 6
Of <i>Barbadoes</i> , the Bag - - -	0 3	0 6
Cotton-Yarn, the Bale - - - -	0 3	0 6
Coral, the Chest or Case - - -	0 3	0 6
Cordevants, the small Bale - -	0 2	0 3
Canes, the Hundred - - - - -	0 2	0 2
Cloth, viz. Woollen-Cloth, the Fardle,	0 2	0 3
The Bale, of five Cloths - - -	0 3	0 4
The Truſs - - - - -	0 4	0 6
The large Truſs - - - - -	0 6	0 8
The great Pack, about a Tun Bulk,	1 0	1 4
Coach		

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
Coach or Chariot, with the Wheels		
and Furniture - - - - -	3 0	5 0
Clap-Board, the Piece - - - -	0 0 $\frac{1}{4}$	0 0 $\frac{1}{4}$
Clay for Tobacco-Pipes, or Potters'		
Fuller's Earth or Sand, the Tun,	0 6	0 9
Cowries, the small Bag, about 1 Cwt.	0 1	0 2
The Bag, about 3 Cwt. - - - -	0 2	0 4
Coffee, the Bag, about 1 Cwt. and $\frac{1}{2}$,	0 2	0 4
<i>Carmenia</i> Wool, the Bag, about 2 C.	0 2	0 4
<i>Cbina</i> Roots, the Bag, about 2 Cwt.	0 2	0 4
Drugs of several Sorts, the Bale,		
Barrel, or small Case - - - -	0 3	0 4
The Hoghead, or small Fat - - -	0 4	0 6
The great Case, or Fat - - - -	0 8	1 0
Dates, the Hoghead - - - - -	0 3	0 4
Deal Boards, the 100, ordinary -	1 0	1 6
Large or spruced, the 100 - - -	1 6	2 0
Dry Goods, the Hoghead, packed,	0 4	0 6
The Chest or Puncheon - - - -	0 6	0 8
The Butt - - - - -	0 8	1 0
The Fat - - - - -	1 0	1 4
Earthen-Ware, the small Chest -	0 6	0 8
The great Chest - - - - -	0 8	1 0
Elephants' Teeth, the Cwt. - - -	0 1	0 1 $\frac{1}{2}$
<i>Estrich</i> Wool, the Pack or great Bag,	1 0	1 4
Empty Casks, the Tun - - - -	0 3	0 4
Feathers, the small Bag - - - -	0 3	0 4
The great Bag, about 5 Cwt. - -	0 6	0 8
Fish, the Barrel - - - - -	0 1	0 2
The 100 Fish - - - - -	0 2	0 4
Figs, the Barrel, about 1 Cwt. -	0 0 $\frac{1}{4}$	0 1
The Basket, or Tapuel - - - -	0 0 $\frac{1}{4}$	0 0 $\frac{1}{2}$
		Flax,

	Out of or into Lighters or small Boats to or from Ships.		Out of or into Ships or Vessels at the Key.	
	s.	d.	s.	d.
Flax, the Last - - - - -	-	1 3	1	8
The Mat, about 3 Cwt. -	-	0 3	0	4
Flocks, the Bag, about 2 Cwt. -	0	2	0	4
The great Bag, about 5 Cwt. -	0	4	0	8
Furs, the Hoghead - - - - -	-	0 4	0	6
Fustians, the small Bale or Case -	0	3	0	4
Galls, the great Bag, about 5 Cwt. -	0	4	0	8
Bags of <i>Aleppo</i> , about 3 Cwt. -	0	2	0	4
Glasses, the Case or great Chest -	0	8	1	0
Glasses for Windows, the Chest or Case, -	0	2	0	4
Plates for Looking-Glasses, the Case, under 4 Cwt. - - - - -	-	0 4	0	6
Green Ginger, the Jar, about $\frac{1}{4}$ Cwt. -	0	1	0	2
Gum of several Sorts, the Bale or Bag, about 5 Cwt. - - - - -	-	0 4	0	8
Ginger, the Bag, about a Cwt. -	0	1	0	2
Gunpowder, the Barrel - - - - -	-	0 1	0	2
Goats' Hair, the Bale or Bag, about 4 Cwt. - - - - -	-	0 4	0	8
Grave-Stones, or Tomb-Stones, the Stone - - - - -	-	2 0	2	6
Grind-Stones, the Chaldron - - - - -	-	1 6	2	0
Grogram Yarn, the Bag or Sack -	0	2	0	4
Hemp, the Fat, of Steel-Hemp -	1	0	1	4
The Last - - - - -	-	1 3	1	8
The Bale, dressed or undressed, about 2 Cwt. - - - - -	-	0 3	0	4
Hops, foreign, the Bag - - - - -	-	0 4	0	6
<i>English</i> , the Bag - - - - -	-	0 3	0	4
Hides, the single Hide - - - - -	-	0 0 $\frac{1}{2}$	0	1
Honey, the Barrel - - - - -	-	0 2	0	3
Hartshorn, the Cart-Load - - - - -	-	1 4	2	0
Horns,				

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
Horns, the Bag - - - -	0 3	0 4
Hamper of Goods, small - -	0 2	0 3
Hamper of Goods, large - -	0 3	0 4
Household-Goods, the Load - -	1 4	2 0
Hair, the Bag, about 3 Cwt. - -	0 3	0 4
Herrings, the Barrel, white - -	0 1	0 2
Red, the Barrel - - - -	0 1	0 1 $\frac{1}{2}$
The Cade - - - -	0 0 $\frac{1}{2}$	0 0 $\frac{1}{2}$
Indigo, the Barrel or Chest, about 2 Cwt. -	0 3	0 4
Inkle, the Bag or Bale, about 3 Cwt. -	0 3	0 4
Iron, in Bars, Rods or Cast-Iron, the T. -	1 0	1 0
Ironmongers' Ware, the Parcel, a- bout a Cwt. - - - -	0 1	0 2
The small Parcel - - - -	0 0 $\frac{1}{2}$	0 1
Iron Pots, the Dozen - - - -	0 3	0 4
The Iron Pot - - - -	0 0 $\frac{1}{2}$	0 0 $\frac{1}{2}$
Knives, the Chest, about 3 Cwt. -	0 3	0 4
Kelp, the Tun - - - -	1 0	1 0
Litharge, Gold, the Barrel, about 6 C. -	0 6	0 8
Liquorice, the Seron, about 3 Cwt. -	0 3	0 4
The small Bundle - - - -	0 1	0 1
Lead, small, the Fodder - - -	1 0	1 4
Lead, the great Pig, about 2 $\frac{1}{2}$ Cwt. -	0 1 $\frac{1}{2}$	0 2
In Bars, or Sheets, the Cwt. - -	0 1	0 1
Lemons or Oranges, the Chest - -	0 1	0 1 $\frac{1}{2}$
Lemons, pickled, the Pipe - -	0 6	0 8
Leather, the small Bale - - -	0 3	0 4
The Back, or tanned Hide - -	0 1	0 1
The Bale, from <i>Russia</i> - - -	0 4	0 6
The Pack or Cafe - - - -	0 6	0 8
Linen, viz. Pouldavis Sackcloth, or loose Linen, the Piece - - -	0 0	0 0 $\frac{1}{2}$
		Linen,

	Out of or into Lighters or small Boats to or from Ships.		Out of or into Ships or Vessels at the Key.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Linen, the small Packet - - -	0	2	0	3
The small Case, Bale, Ballet, or Drum-Barrel - - -	0	3	0	4
The large Bale - - -	0	4	0	6
The Case or small Pack or Drum Fat, -	0	6	0	9
The great Pack or Fat - - -	1	0	1	4
Madder, the Bale, not above 8 Cwt. -	0	6	0	8
The great Bale, about 12 Cwt. -	0	8	1	0
The great Fat - - -	1	0	1	4
Mum, the Barrel - - -	0	3	0	4
Manna, the Chest, about 3 Cwt. -	0	3	0	4
Maftick, the Chest, about 2 Cwt. -	0	3	0	4
Molasses, the Hhd, about 7 Cwt. -	0	4	0	6
Mats, the Roll, <i>Flemish</i> - - -	0	0½	0	1
From <i>Russia</i> , the Dozen - - -	0	0½	0	1
Meal, the Sack - - -	0	0½	0	1
Mill-Stones of all Sorts, the Tun -	1	6	2	0
Nails, the Bag - - -	0	1	0	1
The Firkin, or 2 Cwt. - - -	0	2	0	2
The Tun - - -	1	0	1	6
Nuts, the Barrel - - -	0	1	0	2
Oil in Pipes, Punch. or Hhds, the Tun, -	1	0	1	4
In large or uncertain Casks, the Tun, -	1	0	1	8
The Jar, about 20 Gallons - - -	0	4	0	6
Ochre, the Barrel, about 3 Cwt. -	0	2	0	3
Olives, the Hoghead - - -	0	3	0	4
The Runlet or Jar - - -	0	1	0	1
The Chest, Qt. 24 small Barrels, -	0	4	0	6
Onions, the Barrel - - -	0	1	0	1½
Oade, the Tun - - -	1	0	1	4
Prunes, the Hhd or Punch. about 7 C. -	0	4	0	6
Pepper, the Bag, about 2½ Cwt. -	0	2	0	4
The Procul, about 1 Cwt. - - -	0	1	0	2
			Por-	

	Out of or into Lighters or small Boats to or from Ships.		Out of or into Ships or Vessels at the Key.	
	s.	d.	s.	d.
Pot-Ashes, the small Fat, about 10 Cwt.	0	6	0	9
The great Fat, about 20 Cwt.	-	1 0	1	6
Paper, the Bale, about 40 Reams	-	0 3	0	4
The Bale, or Half-Pack, about 60				
Reams - - - - -	0	4	0	6
The Pack - - - - -	0	8	1	0
Loose Reams, the 100, of ordi-				
nary white Paper - - - - -	0	8	1	0
Brown and large Paper, the Ream,	0	0½	0	0½
Blue Paper, the Ream - - - - -	0	0½	0	0½
Prunelloes, the Chest, about 3 Cwt.	0	3	0	4
Plantane, the Hhd or Puncheon	-	0 4	0	6
Pantiles, the 100 Tiles - - - - -	0	1	0	1½
Ploughs, the Plough - - - - -	0	4	0	4
Peas, the Quarter - - - - -	0	1	0	2
Quicksilver, the Barrel or Chest,				
about 2 Cwt. - - - - -	0	2	0	4
Quails, the Cage - - - - -	0	3	0	4
Rapes, the Hogshead - - - - -	0	3	0	4
Rice, the Bag, about 3 Cwt.	-	0 2	0	4
Refin, the Tun - - - - -	-	1 0	1	4
The Cake, about 1 Cwt.	-	0 1	0	1
Raisins, the Barrel, about 2½ Cwt.	0	2	0	3
The Frail - - - - -	0	0½	0	1
The Barrel of <i>Lipari</i> , about 1 Cwt.	0	0½	0	1
The Score of Baskets - - - - -	0	6	0	10
Red Lead, the Barrel, about 4 Cwt.	0	3	0	3
Rub-Stones, the Basket - - - - -	0	1	0	1
Rundlets of any Sort of Liquor	-	0 1	0	1
Red Earth, the Bag, about 1 Cwt.	0	1	0	2
The Box or Bag, about 2½ Cwt.	0	2	0	4
Seeds of all Sorts, the Bag, about				
3 Cwt. - - - - -	0	3	0	4

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
The great Bag, about 5 Cwt.	- 0 4	0 6
Skins, the small Bale - - -	- 0 3	0 4
The great Bale - - -	- 0 4	0 8
Moufe or Elk Skins, the Skin	- 0 0½	0 1
Sugar, the Tun - - -	- 1 6	2 0
The Chest, about 9 Cwt.	- 0 8	1 0
Soap, the Chest or Seron, about 3 Cwt.	0 3	0 4
The Barrel - - -	- 0 1½	0 2
Steel, the Cwt. - - -	- 0 1	0 1
Shumack, the great Bag, about 8 Cwt.	0 6	0 8
The half Bag, about 4 Cwt.	- 0 3	0 4
The small Bag, about 2 Cwt.	- 0 1½	0 2
Saltpetre, the Bag, about 1 Cwt.	- 0 1	0 2
The Bale, about 2½ Cwt.	- 0 2	0 3
Senna, the Bale or Case - - -	- 0 3	0 6
Stones, the Tun - - -	- 1 0	1 0
Ditto, Pebbles for Pavement	- 0 4	0 6
Spice, of all Sorts, the Puncheon or small Pat - - -	- 0 6	0 8
The small Bag - - -	- 0 1½	0 2
Silk, the Bale or Case - - -	- 0 3	0 6
The Ballet or Fangot - - -	- 0 2	0 4
Spanish Wool, the Bag or Pocket	- 0 3	0 4
Smelts, the Barrel - - -	- 0 3	0 4
Sturgeon, the Keg - - -	- 0 0½	0 0½
Shot, the Cwt. - - -	- 0 1	0 1
Sword-Blades, the Chest, about 6 Cwt.	0 6	0 8
The Case, about 2 Cwt - - -	- 0 2	0 4
Sheets, the Chest - - -	- 0 3	0 4
Salt, the Wey - - -	- 0 6	0 9
The Sack - - -	- 0 1	0 1
Starch, the Barrel - - -	- 0 2	0 3
		Stuffs

	Out of or into Lighters or small Boats to or from Ships.	Out of or into Ships or Vessels at the Key.
	s. d.	s. d.
Stuffs or Serges, the Bale - - -	0 3	0 4
Sider, the Hoghead - - -	0 3	0 4
Succades, the Chest or Box - - -	0 3	0 4
Staves, for Pipes or Hhds, the 100 -	0 2	0 3
For Barrels, the 100 Staves - - -	0 1	0 2
Tallow, the Hoghead, about 5 Cwt. -	0 4	0 6
Tobacco, the Potacco - - -	0 3	0 4
The Roll - - -	0 0½	0 1
The Hoghead - - -	0 4	0 6
Tapestry, the small Pack - - -	0 6	0 8
The great Pack - - -	0 8	1 0
Tar and Pitch, the Barrel - - -	0 1	0 1½
Thread, the Drum-Barrel - - -	0 4	0 6
The small Fat - - -	0 8	1 0
The great Fat - - -	1 0	1 4
Tin, the Cwt. - - -	0 1	0 1
Treasure or Money, the small Chest or Box - - -	0 4	0 4
Tin Plates, the single Barrel - - -	0 1½	0 2
The double Barrel, about 4 Cwt. -	0 3	0 4
Timber, the Load - - -	1 0	1 0
Tow, the Mat, about 1 Cwt. - - -	0 1	0 2
The Bag, about 3 Cwt. - - -	0 2	0 4
The great Bag, about 6 Cwt. - - -	0 6	0 8
Toys, the Fat - - -	0 8	1 0
Twine or Packthread, the Mat or Bag, about 4 Cwt. - - -	0 4	0 6
Ord. Trunks of Goods, the Trunk -	0 3	0 4
Tarras, the Barrel - - -	0 1	0 2
Teafles, the Bundle - - -	0 4	0 6
Trenchers, the Bale - - -	0 2	0 4
Turpentine, the Tun - - -	1 0	1 4

	Out of or into Lighters or small Boats to or from Ships.		Out of or into Ships or Vessels at the Key.	
	s.	d.	s.	d.
Turners Ware, the Porter's Burthen,	0	2	0	4
Trees, the Bundle - - - -	0	2	0	3
Tinkall, the Dupper, about 1 Cwt.	0	1	0	2
Verdegris, the Bale or Barrel, about 2 Cwt. - - - -	0	2	0	4
Vinegar, the Hogshhead - -	0	3	0	4
Verjuice, the Hogshhead - -	0	3	0	4
Wine, the Tun - - - -	1	0	1	4
The great Rhenish Fat - -	1	6	2	0
The Half-Fat - - - -	0	9	1	0
The Hogshhead - - - -	0	4	0	6
The Chest of Wine, <i>Florence</i> -	0	4	0	6
The larger Chest of Wine - -	0	4	0	6
Wire, the small Ring of Copper -	0	0½	0	0½
The Bundle, of about 6 Cwt. -	0	4	0	6
The Fat, about 16 Cwt. - -	1	0	1	4
Whalebone, the Cwt. - - - -	0	1	0	1½
Wax, the Cwt - - - -	0	1	0	1½
Wood, viz. Lignum Vitæ, Box, and all Sorts of Dying and other Wood, the Tun - - - -	1	0	2	0
Walnut-Tree Planks, each Plank,	0	1	0	1½
Wainscot, the 100 Leaves - -	1	0	2	0
Wine-Lees, the Tun - - - -	1	0	1	4
Wool, <i>English</i> , the Bag - - -	0	3	0	4
The great Bag - - - -	0	6	0	8
Woald, for Dyers, the Bundle -	0	0½	0	0½
Whiting, the Hogshhead - - -	0	3	0	4
Wheels, the Pair - - - -	0	8	0	8
Yarn, viz. Linen-Yarn, the Bag, about 12 Cwt. - - - -	1	0	1	4
Yarn for Ropes, or Cable-Yarn, the Winch, about 3 Cwt. - - -	0	3	0	4

These

These Rates being so very moderate, there being but little Advance made in them (and that but in some Particulars only) above what was formerly taken, as by the other Book of Rates first delivered to this Committee may appear, which we can prove, and all unprejudiced Merchants will acknowledge, were the Rates generally received for Wharfage only, several Years before the late dreadful Fire; we hope this worshipful Committee will think it but reasonable to establish them.

All other Goods and Parcels, not particularly mentioned, to pay proportionably to the Goods of the like Weight and Bulk.

The antient Duty of Petty Wharfage being 2*d.* for every Cart, and 4*d.* for every Shod-Cart of Goods, sold at the Key, or out of the Warehouses within the Key-Gates, to be paid by the Buyer thereof (as it hath been Time out of Mind).

<i>Edmund Handley,</i>	<i>Henry Williamson, jun,</i>
<i>William Clapham,</i>	<i>John Saintloe,</i>
<i>Thomas Peacocke,</i>	<i>Richard Latward, for</i>
<i>Arthur Art,</i>	<i>Sir A. C.</i>
<i>John Jaggard,</i>	<i>John Hilton,</i>
<i>John Smith,</i>	<i>Isaac Bengay.</i>
<i>John Matthews,</i>	

This is a true Copy, examined (the 24th Day of January, 1704) with the Original, by me,
David Le Gros.

The Petitioners found in the said Office the Rates for Wharfage, which the Merchants likewise presented to the said Committee, with their Reasons for the same.

R A T E S

HUMBLY OFFERED BY THE

M E R C H A N T S

FOR

WHARFAGE and CRANAGE,

Between *London-Bridge* and the *Tower*, viz,

	s.	d.
A Limonds, the Bag or Barrel, about 2 Cwt.	0	1
The Scron, about 3 Cwt.	-	0 1
Alum, the Tun	-	0 6
The Bag, about 2 Cwt.	-	0 1
Argol, the Tun	-	0 6
Anchovies, the small Barrel	-	0 0 $\frac{1}{2}$
The double Barrel	-	0 0 $\frac{1}{2}$
Angelica, the Barrel	-	0 1
Bays, the Bale	-	0 2
The Trufs	-	0 3
Bacon, the Fat, or one Hundred Gammons,	0	4
The Flitch	-	0 1 $\frac{1}{2}$
Barilla, the Scron, about 3 Cwt.	-	0 1 $\frac{1}{2}$
Battery or Kettles, the Fat, about 16 Cwt.	0	6
Beads, the Chest or Barrel, about 3 Cwt.	0	1
Bells, the Tun	-	0 6
Baskets of Hats, Pots, Glasses, or other like		
Goods	-	0 1
Beef or Pork, the Barrel	-	0 1
Brimstone, the Tun Weight	-	0 6
Blacking, the Hundred Barrels	-	0 3
Books, the Bale, about 3 Cwt.	-	0 1
The Pack or Chest	-	0 2
		Bottles

	s.	d.
Bottles or Jugs, the Cast	0	6½
Bristles, the Cask, about 3 Cwt.	0	1
The Fat, about 6 Cwt.	0	2
Buckrams, the Bale	0	2
The Pack, about 6 Cwt.	0	3
Butter, the Barrel, to or from Foreign Places,	0	1
<i>English</i> , the Firkin	0	6½
The Load, Quantity, 32 Firkins	0	6
Boxes of Goods, small Box	0	6½
Boxes of Goods, large Box	0	1
Brandy, the Tun	0	6
Brooms of all Sorts, the Porter's Burthen,	0	6½
Bedding or Bedsteads, the Bundle	0	1
Beans, the Quarter	0	6½
Camblets, the Bale or Cafe	0	1
Capers, the Hogshead	0	1½
Cordage, the Tun Weight	0	6½
Currants in Butts, Carroteel, or Quarter,		
Roll, the Tun Weight	0	6
Callicoes, the small Bale	0	1
The large Bale	0	2
Carpets, the Bale	0	2
Cochineal, the Barrel, Cafe, or Skin, about		
2 Cwt.	0	2
Calves-Skins, the Dozen	0	0½
Cocoa, in Butts or Hogsheads, the Tun	0	6
Chairs of Leather or Turkey Work, the		
Bundle, Quantity, Half-a-Dozen	0	1
Cheese, of <i>Cheshire</i> , or <i>Holland</i> , or <i>Suffolk</i> ,		
the Tun Weight	0	6
Cinnamon, the Bale, about 2 Cwt.	0	1
Copper or Brass, the Tun	0	6
Cork, the Bundle, of about Cwt.	0	0½
Cork of several Sorts, the Quarter	0	0½
Cotton-Wool of Cyprus, the Bag	0	3
Of <i>Smyrna</i> , the Bag	0	2
D 4		Of

	<i>s. d.</i>
Of <i>Barbadoes</i> , the Bag - - -	0 2
Cotton-Yarn, the Bale - - -	0 2
Coral, the Chest or Case - - -	0 2
Cordevants, the small Bale - - -	0 1
Canes, the Hundred - - -	0 1
Cloth, <i>viz.</i> Woollen-Cloth, the Fardle, -	0 1½
The Bale, of Five Cloths - - -	0 2
The Trufs - - -	0 3
The large Trufs - - -	0 4
The great Pack, about a Tun Bulk -	0 6
Coach or Chariot, with the Furniture. -	3 0
Clap-Boards, the great Hundred - -	0 6
Clay for Tobacco-Pipes or Potters, Full- lers Earth, or Sand, the Tun - -	0 6
Cowries, the Tun - - -	0 6
Coffee, the Bag, about 2½ Cwt. -	0 1
<i>Carmenia</i> Wool, the Bag, about 2 Cwt. -	0 1
<i>Cbina</i> Roots, the Bag, about 2 Cwt. -	0 1
Drugs of several Sorts, the Bale, Barrel, or Case - - -	0 1½
The Hogshhead or small Fat - - -	0 3
The great Case or Fat - - -	0 4
Dates, the Tun - - -	0 6
Deal-Boards, the 120, ordinary - -	0 8
Large or spruced, the 120 - -	1 0
Dry Goods, the Hogshhead packed -	0 2
The Chest or Puncheon - - -	0 3
The Butt - - -	0 4
The Fat - - -	0 6
Earthen Ware, the small Chest - -	0 2
The great Chest - - -	0 3
Elephants Teeth, the Tun - - -	0 6
<i>Estrich</i> Wool, the Pack or great Bag -	0 3
Empty Casks, the Tun - - -	0 1
Feathers, the small Bag - - -	0 1
The great Bag, about 5 Cwt. - -	0 2
	Fish,

	s.	d.
Fish, the Barrel - - - -	0	0½
The 100 Fish - - - -	0	1
Figs, in Barrel, Basket, or Tapnel, the Tun,	0	6
Flax, the Tun, Quantity, 20 Cwt. - -	0	6
Flocks, the Bag, about 2 Cwt. - -	0	1
The great Bag, about 5 Cwt. - -	0	2
Furs, the Hoghead - - - -	0	1½
Fustians, the small Bale or Case - -	0	1
Galls, the great Bag, about 5 Cwt. - -	0	3
Bags of <i>Aleppo</i> , about 3 Cwt. - -	0	1½
Glasses, the Case or great Chest - -	0	6
Glasses for Windows, the Case or Chest,	0	1
Plates for Looking-Glasses, the Case,		
under 4 Cwt. - - - -	0	2
Green Ginger, the Tun - - - -	0	6
Gum of several Sorts, in Bale or Bag, per Tun,	0	6
Ginger, the Tun Weight - - - -	0	6
Gunpowder, the Barrel - - - -	0	0½
Goats Hair, the Bale or Bag, about 4 Cwt.	0	1½
Grave-Stones, the Tun Weight - -	0	6
<i>Grogram</i> -Yarn, the Bag or Sack - -	0	2
Grind-Stones, the Tun Weight - -	0	6
Hemp, the Tun - - - -	0	6
The Bale, drest or undrest, about 2 Cwt.	0	2
Hops foreign, the Bag - - - -	0	2
<i>English</i> , the Bag - - - -	0	2
Hides, the single Hide - - - -	0	0½
Honey, the Barrel - - - -	0	1
Hartshorn, the Tun Weight - - - -	0	6
Horns, the Bag - - - -	0	1½
Hamper of Goods, large - - - -	0	1½
Small - - - -	0	1
Household-Goods, the Load - - - -	0	6
Hair, the Bag, about 3 Cwt. - - - -	0	2
Herrings, the Barrel, white - - - -	0	0½
Herrings,		

	s. d.
Herrings, the Barrel, Red	0 0½
The Cade	0 0½
Indigo, the Barrel or Chest, about 2 Cwt.	0 2
Inkle, the Bag or Bale, about 3 Cwt.	0 1
Iron in Bars, Rods, or cast Iron, the Tun,	0 6
English Iron, per Tun	0 4
Ironmongers Ware, the Parcel, about 1 Cwt.	0 0½
The small Parcel	0 0½
Iron Pots, the Dozen	0 1½
Large, the Iron Pot	0 0½
Knives, the Chest, about 3 Cwt.	0 1
Kelp, the Tun	0 6
Litharge, Gold, the Barrel, about 6 Cwt.	0 2
Liquorice, the Seron, about 3 Cwt.	0 1
The small Bundle	0 0½
Lead, the Fodder	0 6
Lemons, pickled, the Pipe	0 3
Leather, the small Bale	0 1½
The Back or tanned Hide	0 0½
The Bale from <i>Russia</i>	0 2
The Pack or Case	0 2
Lemons or Oranges, the Chest	0 1
Linon, the small Case, Bale, Ballet, or	
Drum-Barrel	0 1
The large Bale	0 2
The Case, small Pack, or Drum-Fat,	0 2
The great Fat or Pack of <i>French</i> or <i>Ger-</i>	
<i>man</i> Linen, as also Pouldavis, Crocus,	
Hinderlands, or Lettow Linen	0 4
Madder, the Bale, not above 8 Cwt.	0 3
The great Bale, above 12 Cwt.	0 4
The great Fat	0 6
Mum, the Barrel	0 1
Manna, the Chest, about 3 Cwt.	0 1
Mastich, the Chest, about 2 Cwt,	0 1
Molassies,	

	s.	d.
Motasses, the Hhd, about 7 Cwt.	-	0 2
Mats, the Roll <i>Flemish</i>	-	0 0½
From <i>Russia</i> , the Dozen	-	0 0½
Meal, the Sack	-	0 0½
Mill-Stones of all Sorts, the Tun	-	0 6
Nails, the Bag or Firkin, the Tun	-	0 6
Nuts, the Barrel	-	0 1
Oil, in Pipes, Puncheons, Hogsheds, or other uncertain Cask, the Tun	-	0 6
The Jar, about 20 Gallons	-	0 1
Ochre, the Barrel, about 3 Cwt.	-	0 1
Olives, the Hogshhead	-	0 1½
The Runlet or Jar	-	0 0½
The Chest, Quantity, 24 small Barrels,	0	2
Onions, the Barrel	-	0 0½
Oade, the Tun	-	0 6
Prunes, the Tun Weight	-	0 6
Pepper, the Bag, about 3 Cwt.	-	0 1½
The Pocul, about 1 Cwt.	-	0 0½
Pot-Ashes, the Tun	-	0 6
Paper, the Bale, about 40 Reams	-	0 1
The Bale or Half-Pack, about 60 Reams,	0	2
The Pack	-	0 4
Loose Reams, the 100, of ord. white Paper	-	0 3
Brown large Paper, the 100 Ream	-	0 6
Blue Paper, the 100 Ream	-	0 6
Prunelloes, the Chest, about 3 Cwt.	-	0 1½
Plantane, the Hhd or Puncheon	-	0 1½
Pantiles, the 100 Tiles	-	0 0½
Ploughs, the Plough	-	0 1½
Pease, the Quarter	-	0 0½
Quicksilver, the Barrel or Chest, about 2 Cwt.	0	1
Quails, the Cage	-	0 1
Rape, the Hogshhead	-	0 1½
Rice, the Bag, about 3 Cwt.	-	0 1
Refin,		

	<i>s. d.</i>
Refin, in Casks or Cake, the Tun	0 6
Raifins, in Barrels, Frail, or Basket, the Tun,	0 6
Red Lead, the Barrel, about 4 Cwt.	0 1
Rub-Stones, the Basket	0 0½
Runlets of any Sort of Liquors	0 0½
Red Earth, the Tun	0 6
Seeds of all Sorts, the Bag, about 3 Cwt.	0 1
The great Bag, about 5 Cwt.	0 2
Skins, the small Bale	0 1
The great Bale	0 2
Moufe or Elk Skins, the Dozen	0 1
Sugar, the Tun	0 6
Soap, in Chest, Seron, or Barrel, per Tun,	0 6
Steel, the Tun	0 6
Shumack, the Tun	0 6
Saltpetre, in Bag or Ball, per Tun	0 6
Senna, the Bale or Case	0 2
Stones, the Tun	0 6
Ditto Pebbles for Pavement	0 4
Spice of all Sorts, the Puncheon or small Fat,	0 3
The small Bag	0 1
Silk, the Bale or Case	0 2
The Ballet or Fangot	0 1
<i>Spanish or Polonia</i> Wool, the Bag or Pocket,	0 1½
Smalts, the Barrel	0 1
Sturgeon, the Dozen Kegs	0 2
Shot, the Tun	0 6
Sword-Blades, the Chest, about 6 Cwt.	0 2
The Case, about 2 Cwt.	0 1
Sheets, the Chest	0 1
Salt, the Wey	0 6
The Sack	0 0½
Starch, the Barrel	0 1
Stuffs or Serges, the Bale, not exceeding 3½ Cwt.	0 2
Sider, the Hoghead	0 1½
Succades,	

	s.	d.
Succades, the Chest or Box - -	0	1
Staves for Pipes or Hogheads, the 120,	0	1
For Barrels, the 120 Staves - -	0	0½
Tallow, the Hoghead, about 5 Cwt. -	0	1½
Tobacco, the Potacco - - -	0	1
The Roll - - - -	0	0½
The Hoghead - - - -	0	2
Tapestry, the small Pack - - -	0	2
The great Pack - - - -	0	4
Tar and Pitch, the Last - - -	0	6
Thread, the Drum-Barrel - - -	0	2
The small Fat - - - -	0	4
The great Fat, about a Tun - - -	0	6
Tin, the Tun - - - -	0	6
Treasure or Money, the small Chest or Box,	0	1
Tin-Plates, the Tun - - - -	0	0
Timber, the Load - - - -	0	6
Tow, the Mat, about 1 Cwt. - - -	0	0½
The Bag, about 3 Cwt. - - -	0	1
The great Bag, about 6 Cwt. - - -	0	3
Toys, the Fat - - - -	0	4
Twine or Packthread, the Tun - - -	0	6
Ordinary Trunks of Goods, the Trunk,	0	1
Tarras, the Barrel - - - -	0	0½
Teasles, the Bundle - - - -	0	2
Trenchers, the Bale - - - -	0	1
Turpentine, the Tun - - - -	0	6
Turners Ware, the Porter's Burthen -	0	1
Trees, the Bundle - - - -	0	1
Tinkall, the Dupper, about 1 Cwt. -	0	0½
Verdegris, the Bale or Barrel, about 2 Cwt.	0	1
Vinegar, the Hoghead - - - -	0	1½
Verjuice, the Hoghead - - - -	0	1½
Wine in all Sorts of Casks, per Tun -	0	6
The Chest of <i>Florence</i> Wine - - -	0	1
The		

	s.	d.
The large Chest of Wine	0	2
Wire in Rings, Bundle, or Fats, per Tun,	0	6
Whalebone, the Tun	0	6
Wood, viz. Lignum Vitæ, Box, and all Sorts of Dying and other Wood, the Tun	6	6
Walnut-Tree Planks, the Tun	0	6
Wainscot, the 100 Leaves	0	6
Wine-Lees, the Tun	0	6
Wool, <i>English</i> , the Bag	0	1
The great Bag	0	3
Wax, the Tun	0	6
Woad for Dyers, the Tun	0	6
Whiting, the Hoghead	0	1½
Wheels, the Pair	0	2
Yarn, viz. Linen-Yarn, the Bag, about 12 C.	0	4
Yarn for Ropes, or Cable-Yarn, the Tun,	0	6

*All weighable Goods 20 Cwt. to be accounted
a Tun.*

All other Goods to pay proportionably.

These Rates are conceived to be so equal and competent as need not any Augmentation, which, being laid upon the Body of Trade, must become a Burthen thereto; and, where the public Trade is confined to particular Places, it is presumed, both in Law and Reason, that the Rates of Charge laid thereon should be not only fixed and stated, but very moderate and easy: And, accordingly, the antient Rate of Wharfage and Cranage did not exceed *4d. per Tun*, upon Commodities of all Sorts, till about 1650; and then the same was raised to about *6d. per Tun*; according to which Proportion, Merchants have ever since paid until the Fire, and are content still to do. And this is no inconsiderable Addition

tion and Advance to the Wharfingers, and sufficient to answer all their Reasons to the contrary. Besides which, the Increase of Trade is of late Years such as may be held an ample Recompense of all their pretended Charge. However, it is desired, that any Contract now in Being may stand good, whatever Settlement be made; and that the *Steelyard, Three Cranes*, and other Wharfs above Bridge, (having License to land Foreign Goods,) may be tied to these Rates, and have their Grants continued to them.

William Bellamy.

The Wharfage and Lighterage, which was paid in the Years 1647, 1648, 1649, 1650, for the Goods and Merchandize hereafter-mentioned, were as followeth, viz.

	<i>s. d.</i>
A LL Manner of Wines, per Tun	- 0 8
Oils, in Pipes and small Casks	- 0 8
Almonds and Raisins <i>Solis</i> , per Barrel	- 0 2
Basket and Ps Raisins, per Score	- 0 6
Hops, the Bag	- 0 4
Indigo, the Chest	- 0 2
Madder, the Bale, from 8 Cwt. to 12 Cwt.	0 6
Tobacco, the Potacco	- 0 2
Sugar, the Chest	- 0 4

William Bellamy.

This is a true Copy, examined (the 24th Day of January, 1704,) with the Original, by me,

David Le Gros.

In

In Pursuance of the Direction of the Honourable Committee of the Court of Aldermen ;

The Governor, Assistants, and Fellowship of Eastland Merchants, do propose the undermentioned Rates as antiently paid, and moderate for Cranage and Wharfage of the Goods following, viz.

	<i>s.</i>	<i>d.</i>
For a Last of Hemp, Flax, Linen, Wool,		
Feathers - - -	0	6
For a Fat of Pot-Ashes, of a Tun Weight		
and upwards - - -	0	6
And the like Rate for all other Goods proportionable to them.		

By Order of the Eastland Company,

Nich. Orton, *Secretary.*

The original Papers before-mentioned are in the Town-Clerk's Office at *Guildball.*

The Petitioners not finding any farther Proceedings or Rates settled, and being informed that Mr. *Peacocke* was still living, who was one of the Wharfingers that signed the Petition above-mentioned to the King in Council, and also the proposed Rates of Wharfage to the Committee of Aldermen ; the Petitioners prayed the Committee of that House of Commons, that the said Mr. *Peacocke* might be summoned to attend them, and to bring his Books, that they might be informed by him what were the Rates for Wharfage which he charged the Traders with : which Summons was granted : but Mr. *Peacocke*, being old and infirm, could not attend, but sent
up

up his Son and Servant with his Books; upon Perusal whereof, it appeared that he charged the several Rates following:

d.

*To Mr. John Fleett, and all other
Sugar-Traders, for Sugars shipped, 3 per Hhd.
To Alderman Jefferyes, and all other
Tobacco-Traders for Tobacco shipped, 3 per Hhd.
To Mr. Henry Collyer and others,
for Madder landed - - 8 per Bale
To Sir John Frederick, for Logwood
shipped - - 6 per Tun.*

Thus, in short, the Matters of Fact are so far stated, that every Trader in *London*, by examining the proposed and former Rates with what he now pays, will find how he is now used; and, that Nobody may be imposed upon by their charging Lighterage and Wharfage in one Line, without distinguishing how much one and the other is, which is their common Practice, the Proportions of each are shewn in their Agreement with the *Levant-Company* hereto annexed.

How injurious to Trade, and to all Merchants particularly, this Copartnership has been, and still is, does farther appear by their arbitrary assuming to themselves the sole Right of employing Lighters to and from the lawful Keys, whereof they are Masters, and hindering all others, who have at least an equal Right therein with themselves; whereby it follows, they deliver what Ships they please, and leave others undelivered, or delay the doing of it, to the Merchants and Owners Prejudice very great Sums, and by which they have it in their Power to give the Preference of the Market to whom they please.

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But

But, above all, this Copartnership is rendered more intolerable by the Nature of it, being a Secret amongst themselves, and which they refuse to discover ; so that, in all the Wrongs they or their Servants do, by detaining, embezzling, or sinking Merchants' Goods, there is no Remedy at Law against them, till, by a tedious and expensive Suit in Chancery, the proper Defendants can be discovered, and, after that, to be harassed with Trials at Law, Motions for new Trials, Writs of Error, &c. maintained by a Body of Men, with a public Purse and very great Income ; how justly let the World judge ; and let every single Trader reflect, to what Condition he is reduced, to be thus at the Mercy of his Fellow-Subjects, to whom the Law obliges him to come, and against whom he can have no Remedy but what is so difficult, chargeable, and tedious, to come at.

Upon Consideration of all which, it is humbly hoped, on due Application made, the Government will take such Measures to redress all the said Grievances, that the Trade and Traders of *London* may not be longer subject to the arbitrary Disposition of such a dark, unprecedented, and oppressive Copartnership.

Rates of Wharfage, Cranage, and Lighterage of Goods, to and from *Turkey* and the *Levant*, in 1690 ;

Agreed upon with Mr. *Richard Lechmore* and Mr. *Thomas Coppin*, Wharfingers of *Galley* and *Chester Keys* ; at a Court of the *Levant-Company*, June 17th, 1690.

<i>Outwards.</i>	Wharfage and Cranage. <i>d.</i>
C LOTH, the Bale, not exceeding 5 long	
Cloths, to pay - - -	2
All other Woollen Goods and Stuffs, not exceeding 3½ Cwt. per Bale - -	2
Brazil Wood, the Tun - - -	12
Callicoes, the Bale - - -	2
Furs of all Sorts, the Bale or Fat - -	2
Lead, the Fodder - - -	8
Red and white Lead, the Tun - -	8
Lattin Plates, the Barrel, single - -	1
Double Plates, the Barrel - -	2
Pepper, the Bag, not exceeding 3½ Cwt. -	2
Tin, the Barrel, containing 3 Cwt. -	2
Wire of Iron or Copper, in Casks, the Cask, 3	
Wire of Iron or Copper, per Tun, of 20 Cwt. 8	
All other ordinary Goods in Casks, viz.	
Hogsheads - - -	2
Butts - - -	4

	Craneage and	
	Lighterage.	Wharfage.
<i>Inwards.</i>		
	<i>d.</i>	<i>d.</i>
Aniseeds, the Sack, not exceeding 5 C.	5	3
Box-Wood, the Tun	- 12	12
Carpets of all Sorts, the Bale	- 5	3
Camblets, Mohairs, and Grograms,		
the Bale	- - 3	2
Cordevants, the Bale	- - 3	2
Cotton-Wool of <i>Smyrna</i> , the Bag,	3	2
Of <i>Cyprus</i> , <i>Acria</i> , and <i>Scanderoon</i> ,		
the Bag	- - 5	3
Cotton-Yarn of <i>Smyrna</i> , the Bag or		
Bale	- - 3	2
Of <i>Aleppo</i> , the Bag or Bale	- 3	2
Currants, the Butt	- - 12	6
Two Carroteels and 4 Quarter-		
Rolls to be reckoned a Butt.		
Galls of <i>Aleppo</i> , the Bag	- - 3	2
Of <i>Smyrna</i> , the Bag	- - 3	2
Goats Wool of <i>Smyrna</i> , the Bag	- 3	2
Of <i>Aleppo</i> , the Bag	- - 3	2
Grogram-Yarn, the Bale or Sack	- 3	2
Gum of Almonds, 20 Cwt.	- - 12	8
Arabic, the Bag or Chest	- - 3	2
Tragagant, the Bag or Chest	- 3	2
Maftick, the Chest	- - 3	2
Opium, Rhubarb, and Scamony, the Ch.	3	2
Pistaches, the Bale	- - 3	2
Pot-Ashes, Weed-Ashes, and allother		
Ashes from <i>Turkey</i> , the Tun of		
20 Cwt.	- - 12	8
Valonea, ground or unground, the		
Tun of 20 Cwt.	- - 12	8
Raisins, Rice, Soap, the Tun of 20 C.	12	8
Senna, the Chest or Bale	- - 3	2
Silk, the Bale or Fangot	- - 3	2
Worm-		

		Lighterage.	Cranage and Wharfage.
Wormseeds, the Bale	-	3	2
Turpentine, the Chest	-	3	2
Oils and Cute, the Tun	-	12	8

All other Goods, not here mentioned, are to pay in Proportion to the Rates aforesaid. And all Goods are to be brought up in close Lighters.

And, it is agreed, that, if any shall neglect to take up their Goods, when as there remains but Thirty Parcels or fewer in the Lighter, if the Person concerned be not then ready to take them on Shore, the Wharfinger may put the same in another Lighter, taking Care of them: For which he shall receive 12d. per Parcel; and, after three Days, 12d. a Week Demurrage: And, it is farther agreed, that the Wharfage of all Goods not exceeding 5s. shall be paid down on the Wharf, at the taking up of the Goods. And it shall be lawful for the Wharfingers to detain the Goods till Payment or Satisfaction.

The

The following Letter and Copy of an Advertisement were sent to the Compting-Houses of many eminent Merchants of London, on or about the 23d November, 1756.

Dice-Key, 20th November, 1756.

WHEREAS, Damage frequently happens to Sugars, and other Goods and Merchandize imported from the Sugar-Colonies, put on Board our Lighters to be brought from the Ships to the Keys; and whereas Disputes often arise, and Attempts are frequently made to charge us with the Loss, notwithstanding the Prices paid for the Lighterage of such Goods are very inconsiderable, and although we do not esteem such Goods and Merchandize to be in our Charge or Custody.

Therefore, to prevent any Disputes of the like Nature for the future, we, the Wharfingers of the *Upper, Middle, and Lower, Stations* of the Free Keys, between the *Tower and London-Bridge*, do hereby give this public Notice to all Merchants, Owners, and Masters of Ships, and all other Persons whatsoever, that shall, at any Time hereafter, put, or cause to be put, any such Goods and Merchandizes on Board any of our Lighters or other Craft, that we do not esteem such Goods to be in our Charge or Custody, and that we will not stand to any Risk, or be accountable for any

any Loss or Damage that may happen to any such Goods or Merchandizes so put into the said Lighters, and that on these Terms only we consent that they may be put on Board.

For Partners and Self,

R^d. Lateward.

SIR,

ABOVE you have an Advertisement which has been inserted in the *London Gazette*; but, lest you should not have read it, have thought proper to give you this Notice of our Resolution.

I am, SIR,

For Self and Partners,

Your most humble Servant,

R^d. Lateward.







